



HEXAGON TRANSPORTATION CONSULTANTS, INC.



Westgate West Fitness Center

Transportation Analysis



Prepared for:

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Executive Summary

This study was conducted for the purpose of identifying any potential transportation impacts caused by the proposed fitness center addition to the Westgate West Shopping Center in San Jose, California. The proposed site would partially demolish and expand on an existing space of 23,550 square feet and build a second floor with approximately 16,450 square feet, totaling 40,000 square feet. Access to the project site is provided via driveways on Lawrence Expressway, Prospect Road, and Graves Avenue.

The potential impacts of the project were evaluated in accordance with the standards and methodologies set forth by the City of San Jose. Based on the City of San Jose's Transportation Analysis Policy (Policy 5-1) and the *Transportation Analysis Handbook 2018*, the transportation analysis report for the project includes a CEQA transportation analysis (TA) and a local transportation analysis (LTA). The CEQA transportation analysis comprises of an evaluation of Vehicle Miles Traveled (VMT). VMT is defined in Chapter 1. The LTA supplements the CEQA transportation analysis by identifying transportation operational issues via an evaluation of weekday AM and PM peak-hour traffic conditions for five signalized intersections in the vicinity of the project site. The LTA also includes an analysis of site access, on-site circulation, parking, vehicle queueing, and effects to transit, bicycle, and pedestrian access.

CEQA Transportation Impacts

Project Vehicle Miles Traveled (VMT) Impacts and Mitigation Measures

Project Impact: Because the proposed project is constructing an addition to an existing shopping center that generates regional traffic, the VMT sketch tool could not be used. The Project VMT was analyzed by comparing the existing regional VMT to the regional VMT with the project. The City of San Jose Travel Forecasting Model (model) was used to calculate the change in VMT resulting from the proposed Health Club at the Westgate Mall. The underlying premise is that the new health club would not cause an *increase* in trips but rather result in a *change* in trip making because some people would leave nearby health clubs to join the proposed health club. In order to estimate the impact on VMT with the model, the project's additional 16,450 square feet of building area was converted to 40 retail jobs, using a ratio of one retail job per 400 square feet. The project's transportation analysis zone (TAZ) is compromised of the area bounded by Lassen Avenue, Saratoga Avenue, Prospect Road, and Lawrence Expressway. There are two similar health clubs near the project site: Planet Fitness at 328 Saratoga Avenue and Right Stuff at 1730 West Campbell Avenue. It was assumed that some members of these nearby clubs would join the proposed Westgate Mall health club instead and, in order to reflect this, 40 retail jobs were removed from the TAZ's where these two nearby health clubs are located. These job changes were then made in the 2015 land use file and the model was run, with and without the project. The model was run with the worker trips as Home Based-Work trips. Health club trips are

considered recreational trips and are reflected in the model as “social/recreational” trips. Therefore, the daily VMT’s for the social/recreational trips, with and without the project, were calculated for the affected TAZ’s.

The model results showed that the proposed project would cause a net decrease of 41 VMT per day. The work trips would result in 48 fewer daily VMT and the social/recreational trips would result in an increase of 7 daily VMT. Because the project results in no increase in daily VMT, no mitigation measures are needed.

Local Transportation Analysis

Project Trip Generation

As proposed, the fitness center would utilize and expand existing building space formerly used as retail at the project site. Project trips were estimated using trip rates published in the Institute of Transportation Engineers’ (ITE) *Trip Generation Manual*, 10th Edition. The trip generation rates for Health/Fitness Club (Land Code Use 492) were used for this project. Trip generation rates for Shopping Center (Land Use Code 820) were used for existing trip credits.

With trip reductions and taking credit for trips generated by the former retail use, the project is estimated to generate 30 net new trips during the AM peak hour (13 inbound and 17 outbound) and 48 trips during the PM peak hour (36 inbound and 12 outbound).

Intersection Traffic Operations

Based on the City of San Jose and CMP intersection operations analysis criteria, none of the study intersections would be adversely affected by the project.

Table ES-1
Intersection Level of Service Summary

#	Intersection	Pea k Hour	Count Date	Existing No Project		Background No Project		Background with Project		Incr. in Critical Delay (sec)	Incr. in Critical V/C
				Avg. Delay (sec)	LOS	Avg. Delay (sec)	LOS	Avg. Delay (sec)	LOS		
1	Saratoga Avenue and Prospect Road*	AM	10/11/16	38.3	D	38.3	D	38.3	D	0.0	0.000
		PM	10/11/16	47.8	D	47.9	D	47.8	D	0.0	0.000
2	Westgate West Shopping Center and Prospect Road	AM	10/25/18	15.6	B	15.6	B	15.6	B	0.0	0.000
		PM	10/25/18	28.0	C	28.0	C	28.0	C	0.0	0.000
3	Lawrence Expressway and Prospect Road*	AM	10/3/18	49.7	D	49.8	D	49.8	D	0.0	0.000
		PM	10/6/16	49.7	D	49.8	D	49.9	D	0.3	0.002
4	Lawrence Expressway and Saratoga Avenue*	AM	10/3/18	43.2	D	43.5	D	43.5	D	0.0	0.000
		PM	10/6/16	50.4	D	53.4	D	53.6	D	0.3	0.001
5	Lawrence Expressway and Westgate West Shopping Center	AM	10/3/18	6.9	A	6.9	A	6.9	A	0.0	0.000
		PM	10/2/18	9.4	A	9.4	A	9.5	A	0.0	-0.001

Note:
* Denotes the CMP designated Intersection

Other Transportation Issues

The proposed site plan shows adequate site access and on-site circulation, and no significant operational issues are expected to occur as a result of the project. The project would not have an adverse effect on the existing pedestrian, bicycle, or transit facilities in the area.

1. Introduction

This report presents the results of the transportation analysis conducted for the proposed fitness center at the Westgate West Shopping Center located at 5365 Prospect Road in San Jose, California (see Figure 1). This study was conducted for the purpose of identifying the potential transportation impacts related to the proposed development.

The transportation impacts of the project were evaluated following the standards and methodologies established in the City of San Jose's *Transportation Analysis Handbook*, adopted in April 2018. Based on the City of San Jose's Transportation Analysis Policy (Policy 5-1) and the *Transportation Analysis Handbook*, the transportation analysis report for the project includes a California Environmental Quality Act (CEQA) transportation analysis (TA) and a local transportation analysis (LTA).

Project Description

The proposed fitness center would remodel and expand on an existing building creating a two-level fitness center. Access to the site is currently provided by several driveways accessing the Westgate West shopping center. There are multiple driveways located on Lawrence Expressway, Prospect Road, and Graves Avenue. The project site plan is shown on Figure 2.

Transportation Policies

In adherence with State of California Senate Bill 743 (SB 743) and the City's goals as set forth in the Envision San Jose 2040 General Plan, the City of San Jose has adopted a new Transportation Analysis Policy, Council Policy 5-1. The policy replaces its predecessor (Council Policy 5-3) and establishes the thresholds for transportation impacts under CEQA based on vehicle miles traveled (VMT) instead of intersection level of service (LOS). The intent of this change is to shift the focus of transportation analysis under CEQA from vehicle delay and roadway auto capacity to a reduction in vehicle emissions, and the creation of robust multimodal networks that support integrated land uses. All new projects are required to analyze transportation impacts using the VMT metric and conform to Council Policy 5-1.

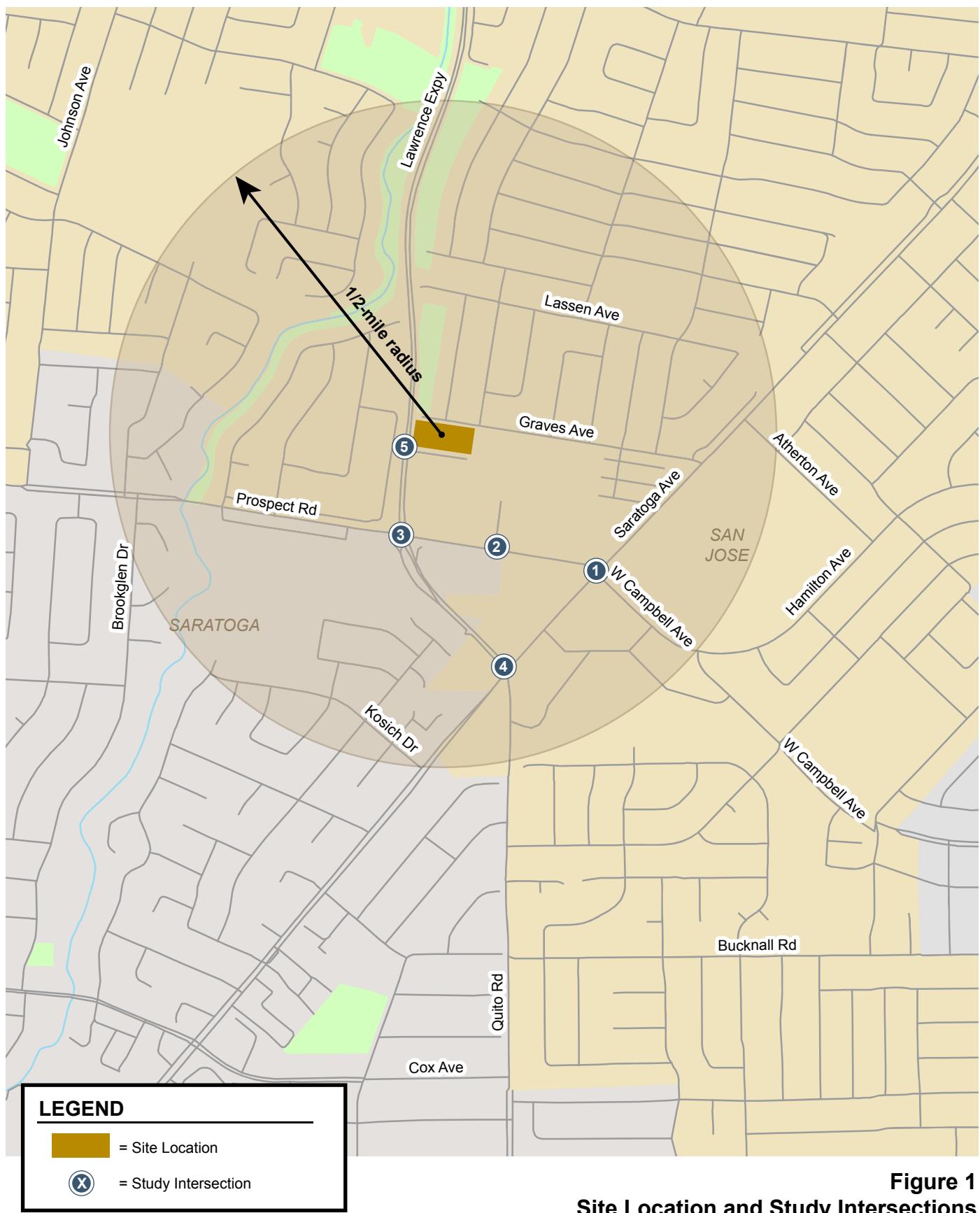
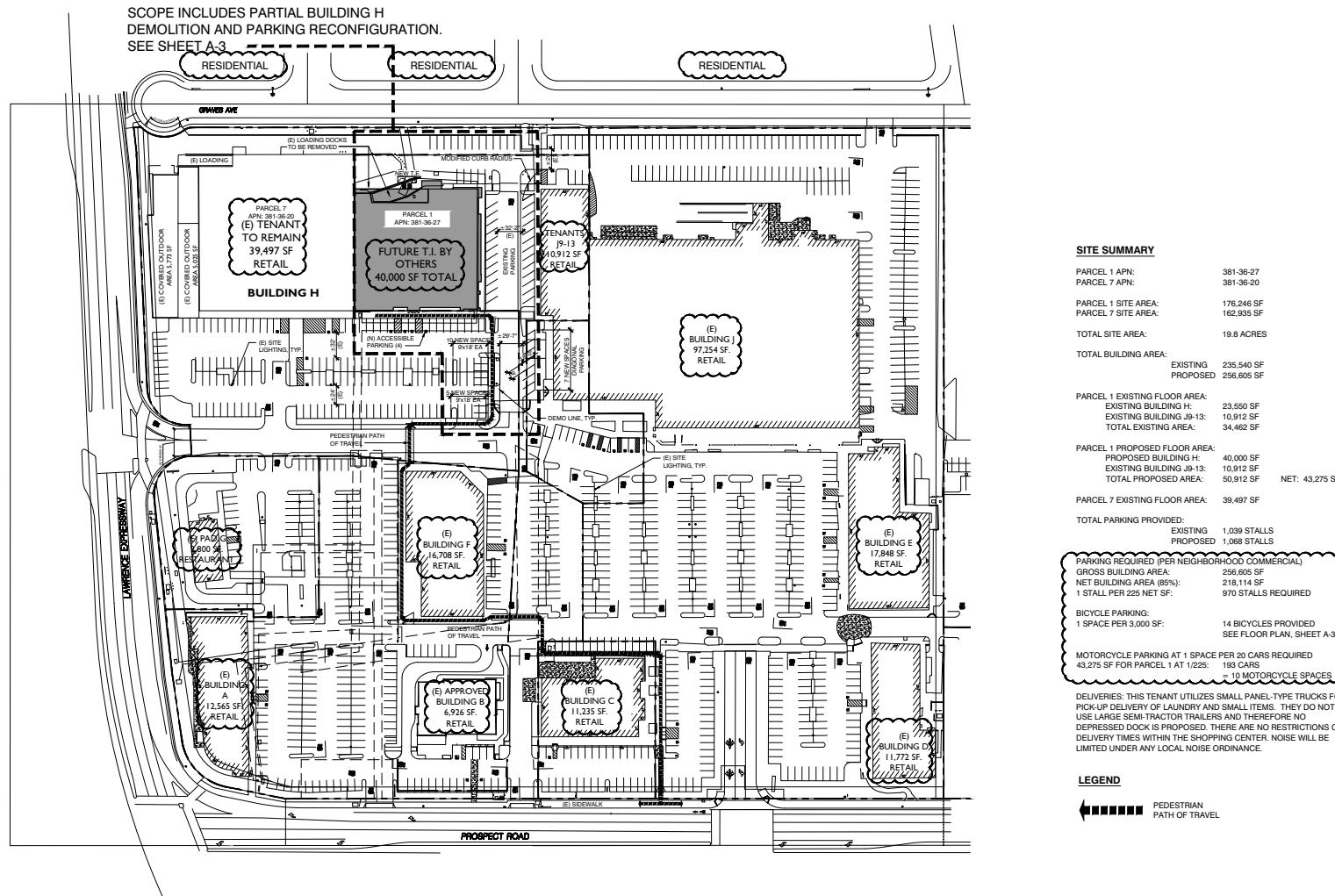


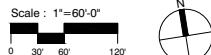
Figure 1
Site Location and Study Intersections

Westgate West Shopping Center - Fitness Center TIA



DATE: AUGUST 2018
MCG JOB #: 17,269.01

BUILDING H PROPOSED OVERALL SITE PLAN



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Figure 2
Proposed Site Plan

The new Transportation Analysis Policy aligns with the Envision San Jose 2040 General Plan which seeks to focus new development growth within Planned Growth Areas, bringing together office, residential, and service land uses to internalize trips and reduce VMT. VMT-based policies support dense, mixed-use, infill projects as established in the General Plan's Planned Growth Areas.

The Envision San Jose 2040 General Plan contains the following policies to encourage the use of non-automobile transportation modes to minimize vehicle trip generation and reduce VMT:

- Consider impacts on overall mobility and all travel modes when evaluating transportation impacts of new developments or infrastructure projects (TR-1.2);
- Through the entitlement process for new development, projects shall be required to fund or construct needed transportation improvements for all transportation modes, giving first consideration to improvement of biking, walking and transit facilities and services that encourage reduced vehicle travel demand (TR-1.4);
- Require new development where feasible to provide on-site facilities such as bicycle storage and showers, provide connections to existing and planned facilities, dedicate land to expand existing facilities or provide new facilities such as sidewalks and/or bicycle lanes/paths, or share in the cost of improvements (TR-2.8);
- As part of the development review process, require that new development along existing and planned transit facilities consist of land use and development types and intensities that contribute towards transit ridership. In addition, require that new development is designed to accommodate and to provide direct access to transit facilities (TR-3.3);
- Discourage, as part of the entitlement process, the provision of parking spaces significantly above the number of spaces required by code for a given use (TR-8.4);
- Allow reduced parking requirements for mixed-use developments and for developments providing shared parking or a comprehensive transportation demand management (TDM) program, or developments located near major transit hubs or within Villages and Corridors and other growth areas (TR-8.6);
- Encourage private property owners to share their underutilized parking supplies with the general public and/or other adjacent private developments (TR-8.7);
- Within new development, create and maintain a pedestrian-friendly environment by connecting the internal components with safe, convenient, accessible, and pleasant pedestrian facilities and by requiring pedestrian connections between building entrances, other site features, and adjacent public streets (CD-3.3);
- Create a pedestrian-friendly environment by connecting new residential development with safe, convenient, accessible, and pleasant pedestrian facilities. Provide such connections between new development, its adjoining neighborhood, transit access points, schools, parks, and nearby commercial areas (LU-9.1);
- Encourage all developers to install and maintain trails when new development occurs adjacent to a designated trail location. Use the City's Parkland Dedication Ordinance and Park Impact Ordinance to have residential developers build trails when new residential development occurs adjacent to a designated trail location, consistent with other parkland priorities. Encourage developers or property owners to enter into formal agreements with the City to maintain trails adjacent to their properties (PR-8.5).

CEQA Transportation Analysis Scope

The City of San Jose's Transportation Analysis Policy establishes procedures for determining project impacts on VMT based on project description, characteristics, and/or location. VMT is the total miles of travel by personal motorized vehicles a project is expected to generate in a day. VMT measures the full distance of personal motorized vehicle-trips with one end within the project. Typically, development projects that are farther from other, complementary land uses (such as a business park far from housing) and in areas without transit or active transportation infrastructure (bike lanes, sidewalks, etc.) generate more driving than development near complementary land uses with more robust transportation options. Therefore, developments located in a central business district with high density and diversity of complementary land uses and frequent transit services are expected to internalize trips and generate shorter and fewer vehicle trips than developments located in a suburban area with low density of residential developments and no transit service in the project vicinity.

To evaluate the project's VMT impact, VMT is calculated per employee for office and industrial developments (dividing the project's VMT by the number of employees). For retail developments, the policy looks at total VMT. Any increase in city-wide VMT is considered an impact.

Because the proposed project is an addition to an existing shopping center that generates regional traffic, the CEQA transportation analysis of the project requires a project-level VMT impact analysis using the City of San Jose's Travel Demand Model (model). The total regional VMT was analyzed both with and without the project. If there is an overall increase in VMT due to the proposed project, possible mitigation measures need to be analyzed using the San Jose VMT Evaluation Tool (sketch tool) to bring overall regional VMT down to baseline conditions.

Local Transportation Analysis Scope

A local transportation analysis (LTA) identifies transportation operational issues that may arise due to a development project, evaluates the effects of the project on transportation, access, circulation, and related safety elements in the proximate area of the project, and supplements the VMT analysis.

As part of the LTA, a project is required to conduct an intersection operations analysis if the project is expected to add 10 vehicle trips per hour per lane to a signalized intersection that meets the parameters outlined in the *Transportation Analysis Handbook*. The project is not expected to add 10 vehicle trips per hour per lane or more to any signalized intersections within a half mile of the project, and there is no signalized intersection currently operating at LOS D or worse within one mile of the project. Nevertheless, the City of San Jose requested that the following intersections be included for analysis:

Study Intersections:

1. Saratoga Avenue and Prospect Road (CMP)
2. Westgate West Shopping Center and Prospect Road
3. Lawrence Expressway and Prospect Road (CMP)
4. Lawrence Expressway and Saratoga Avenue (CMP)
5. Lawrence Expressway and Westgate West Shopping Center

Traffic conditions at the study intersections were analyzed for both the weekday AM and PM peak hours of adjacent street traffic. The AM peak hour typically occurs between 7:00 AM and 9:00 AM and the PM peak hour typically occurs between 4:00 PM and 6:00 PM on a regular weekday. These are the

peak commute hours during which most weekday traffic congestion occurs on the roadways in the study area. Intersection operations conditions were evaluated for the following scenarios:

- **Existing Conditions.** Existing AM and PM peak hour traffic volumes at the study intersections were obtained from the City of San Jose, the 2016 CMP Annual Monitoring Report, and new traffic counts conducted in October 2018. The signalized study intersection was evaluated with a level of service analysis using TRAFFIX software in accordance with the *2000 Highway Capacity Manual* methodology.
- **Background Conditions.** Background traffic volumes reflect traffic added by nearby approved projects that are not yet completed or occupied. The added traffic from approved but not yet completed developments was provided by the City of San Jose. Background conditions represent the baseline conditions to which project conditions are compared for the purpose of determining potential adverse operational effects of the project.
- **Background Plus Project Conditions.** Background plus project conditions reflect projected traffic volumes on the planned roadway network with completion of the project and approved developments. Background plus project traffic volumes were estimated by adding to background traffic volumes the additional traffic generated by the project.

The LTA also includes a vehicle queuing analysis, an evaluation of potential project impacts on bicycle, pedestrian, and transit facilities, and a review of site access, and on-site circulation.

VMT Analysis Methodology

Methodology

To determine whether a project would result in CEQA transportation impacts related to VMT, the City has developed the San Jose VMT Evaluation Tool (sketch tool) to streamline the analysis for residential, office, and industrial projects with local traffic. For non-residential or non-office projects, very large projects or projects that can potentially shift travel patterns, the City's Travel Demand Model can be used to determine project VMT.

Because the proposed project is an addition to an existing shopping center that generates regional traffic, the CEQA transportation analysis of the project requires a project-level VMT impact analysis using the City of San Jose's Travel Demand Model (model). The total regional VMT was be analyzed both with and without the project. If there is an overall increase in VMT due to the proposed project, possible mitigation measures need to be analyzed using the San Jose VMT Evaluation Tool (sketch tool) to bring overall regional VMT down to baseline conditions.

The sketch tool evaluates a list of selected VMT reduction measures that can be applied to a project to reduce the project VMT. There are four strategy tiers whose effects on VMT can be calculated with the sketch tool:

1. Project characteristics (e.g. density, diversity of uses, design, and affordability of housing) that encourage walking, biking and transit uses.
2. Multimodal network improvements that increase accessibility for transit users, bicyclists, and pedestrians,
3. Parking measures that discourage personal motorized vehicle-trips, and

4. Transportation demand management (TDM) measures that provide incentives and services to encourage alternatives to personal motorized vehicle-trips.

The first three strategies – land use characteristics, multimodal network improvements, and parking – are physical design strategies that can be incorporated into the project design. TDM includes programmatic measures that aim to reduce VMT by decreasing personal motorized vehicle mode share and by encouraging more walking, biking, and riding transit. TDM measures should be enforced through annual trip monitoring to assess the project's status in meeting the VMT reduction goals.

Thresholds of Significance

Table 1 shows the VMT thresholds of significance for development projects, as established in the Transportation Analysis Policy. The VMT impact threshold for retail development is any increase in regional VMT.

Projects that trigger a significant VMT impact can assess a variety of the four strategies described above to reduce the impact. A significant impact is said to be satisfactorily mitigated when the strategies and VMT reductions implemented render the VMT impact less than significant.

Table 1
VMT Thresholds of Significance for Development Projects

Project Types	Significance Criteria	Current Level	Threshold
Residential Uses	Project VMT per capita exceeds existing citywide average VMT per capita minus 15 percent, <u>or</u> existing regional average VMT per capita minus 15 percent, whichever is lower.	11.91 VMT per capita (Citywide Average)	10.12 VMT per capita
General Employment Uses	Project VMT per employee exceeds existing regional average VMT per employee minus 15 percent.	14.37 VMT per employee (Regional Average)	12.21 VMT per employee
Industrial Employment Uses	Project VMT per employee exceeds existing regional average VMT per employee.	14.37 VMT per employee (Regional Average)	14.37 VMT per employee
Retail / Hotel / School Uses	Net increase in existing regional total VMT.	Regional Total VMT	Net Increase
Public / Quasi-Public Uses	In accordance with most appropriate type(s) as determined by Public Works Director.	Appropriate levels listed above	Appropriate thresholds listed above
Mixed-Uses	Evaluate each land use component of a mixed-use project independently, and apply the threshold of significance for each land use type included.	Appropriate levels listed above	Appropriate thresholds listed above
Change of Use / Additions to Existing Development	Evaluate the full site with the change of use or additions to existing development, and apply the threshold of significance for each project type included.	Appropriate levels listed above	Appropriate thresholds listed above
Area Plans	Evaluate each land use component of the Area Plan independently, and apply the threshold of significance for each land use type included.	Appropriate levels listed above	Appropriate thresholds listed above

Source: City of San Jose, 2018 *Transportation Analysis Handbook*, Table 2.

Intersection Operations Analysis Methodology

This section presents the methods used to determine the traffic conditions at the study intersections and the potential adverse operational effects due to the project. It includes descriptions of the data requirements, the analysis methodologies, the applicable intersection level of service standards, and the criteria used to determine adverse effects on intersection operations.

All study intersections are located within the City of San Jose and were evaluated based on the City of San Jose level of service standard.

Data Requirements

The data required for the analysis were obtained from previous traffic studies, new traffic counts, the City of San Jose, the 2016 CMP Annual Monitoring Report, and field observations. The following data were collected from these sources:

- existing traffic volumes
- lane configurations
- signal timing and phasing
- a list of approved and planned projects

Analysis Methodologies and Level of Service Standard

Traffic conditions at the study intersections were evaluated using level of service (LOS). *Level of Service* is a qualitative description of operating conditions ranging from LOS A, or free-flow conditions with little or no delay, to LOS F, or jammed conditions with excessive delays. The analysis methods are described below.

Signalized Intersections

The signalized study intersections are subject to the City of San Jose's level of service standards. The City of San Jose level of service methodology is TRAFFIX, which is based on the 2000 *Highway Capacity Manual* (HCM) method for signalized intersections. TRAFFIX evaluates signalized intersections operations on the basis of average delay time for all vehicles at the intersection. Since TRAFFIX is also the CMP-designated intersections level of service methodology, the City of San Jose methodology employs the CMP defaults values for the analysis parameters. The City of San Jose level of service standard for intersections is LOS D or better. The correlation between average delay and level of service is shown in Table 2.

CMP Signalized Intersections

Since TRAFFIX is the designated level of service methodology for the CMP and the City of San Jose, the CMP study intersections are not analyzed separately, but rather is among the signalized intersections analyzed using TRAFFIX. The only difference between the City of San Jose and CMP analyses is that the CMP level of service standard for signalized intersections is LOS E or better.

Table 1
Signalized Intersection Level of Service Definitions Based on Control Delay

Level of Service	Description	Average Control Delay Per Vehicle (sec.)
A	Operations with very low delay occurring with favorable progression and/or short cycle lengths.	up to 10.0
B	Operations with low delay occurring with good progression and/or short cycle lengths.	10.1 to 20.0
C	Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.	20.1 to 35.0
D	Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, or high V/C ratios. Many vehicles stop and individual cycle failures are noticeable.	35.1 to 55.0
E	Operations with high delay values indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences. This is considered to be the limit of acceptable delay.	55.1 to 80.0
F	Operation with delays unacceptable to most drivers occurring due to oversaturation, poor progression, or very long cycle lengths.	Greater than 80.0

Source: Transportation Research Board, *2010 Highway Capacity Manual*, (Washington, D.C., 2010).

Adverse Intersection Operations Effects

According to the City of San Jose's *Transportation Analysis Handbook 2018*, an adverse effect on intersection operations would occur if for either peak hour:

1. The level of service at the intersection degrades from an acceptable level (LOS D or better) under background conditions to an unacceptable level under background plus project conditions, or
2. The level of service at the intersection is an unacceptable level (LOS E or F) under background conditions and the addition of project trips cause both the critical-movement delay at the intersection to increase by four (4) or more seconds *and* the volume-to-capacity ratio (V/C) to increase by one percent (.01) or more.

The exception to this threshold is when the addition of project traffic reduces the amount of average control delay for critical movements, i.e., the change in average control delay for critical movements are negative. In this case, the threshold is when the project increases the critical v/c value by 0.01 or more.

Adverse effects at signalized intersections can be addressed by one of the following approaches:

- Reduce project vehicle-trips to eliminate adverse effects by selecting additional TDM measures to achieve a reduction
- Construct improvements to the subject intersection or other roadway segments of the city-wide transportation system to increase overall capacity

Report Organization

This report has a total of four chapters. Chapter 2 describes existing transportation conditions including VMT of the existing land uses in the proximity of the project, the existing roadway network, transit service, bicycle and pedestrian facilities. Chapter 3 describes the CEQA transportation analysis, including the project VMT impact, mitigation measures to reduce the VMT impact, and cumulative transportation impact. Chapter 4 describes the local transportation analysis including the method by which project traffic is estimated, intersection operations analysis for background plus project conditions, any adverse intersection traffic effects caused by the project, intersection vehicle queuing analysis, site access and on-site circulation review, effects on bicycle, pedestrian, and transit facilities, and parking.

2. Existing Transportation Conditions

This chapter describes the existing conditions of the transportation system within the study area of the project. It describes transportation facilities in the vicinity of the project site, including the roadway network, transit service, and pedestrian and bicycle facilities. The analysis of existing intersection operations is included as part of the Local Transportation Analysis (Chapter 4).

Existing Roadway Network

Regional access to the project site is provided via SR 85 and I-280. Local access to the project site is provided via Lawrence Expressway, Prospect Road, Saratoga Avenue, and Graves Avenue. These facilities are described below.

SR-85 is a six-lane freeway (two mixed-flow lanes and one high occupancy vehicle (HOV) lane in each direction) in the vicinity of the site. It extends from its starting point at US-101 in South San Jose westward and northward to Mountain View, where it ends as it again merges with US-101. Access to the project site is provided via its interchange with Prospect Road and Quito Road, where it becomes Lawrence Expressway as it approaches the project area.

I-280 is an eight-lane freeway (three mixed-flow lanes and one high occupancy vehicle (HOV) lane in each direction) in the vicinity of the project site. It extends from San Francisco in the north to East San Jose. Access to the project site is provided via an interchange at Saratoga Avenue and Stevens Creek Boulevard to Lawrence Expressway.

Lawrence Expressway is a six lane arterial in the project vicinity. It extends from Highway 237 in the north to Saratoga Avenue in the south, where it becomes Quito Road. There is direct access from both directions of Lawrence Expressway to the project site. Drivers on southbound Lawrence Expressway can access a left turn lane, providing access to one of the project driveways. Similarly, drivers on northbound Lawrence Expressway have a right turn lane providing access to the same driveway.

Prospect Road is a six lane arterial in the project vicinity. It extends from Saratoga Avenue near the project site to Saratoga in the west. There is direct access to the project site from Prospect Road via a signalized intersection at the Westgate West Shopping Center driveway and Prospect Road. There are also three other driveways along the shopping center frontage on Prospect Road.

Saratoga Avenue is a six lane arterial in the project vicinity. It extends from Santa Clara in the northeast to Saratoga in the southwest.

Graves Avenue is a two lane roadway serving the residential neighborhood just north of the project site. The project site can be directly accessed by two driveways on Graves Avenue.

Existing Pedestrian and Bicycle Facilities

There are sidewalks along all streets in the study area, except for along Lawrence Expressway north of the project site. There is also a pedestrian walkway accessing the shopping area from Graves Avenue, north of the project site. There are crosswalks with pedestrian signal heads at all signalized intersections within the project vicinity on Lawrence Expressway, Prospect Road, and Saratoga Avenue.

Bicycle facilities in the vicinity of the project site are shown in Figure 3.

Bike lanes are provided on the following roadways:

- *Lawrence Expressway/Quito Road* – Bicycle Lanes exist throughout both streets, however, less experienced riders may be uncomfortable and should use caution on Lawrence Expressway, as vehicles in the drive lane are faster than normal arterials.
- *Prospect Road* – throughout its length
- *W Campbell Avenue/Hamilton Avenue* – throughout its length on Hamilton Avenue (Prospect Road becomes W Campbell Avenue/Hamilton Avenue after the Saratoga Road intersection).

No shared bike routes are present on the neighborhood streets in the immediate vicinity of the project site. However, the surrounding neighborhood streets, such as Graves Avenue and the streets connecting to it, carry low traffic volumes and are conducive to bicyclists.

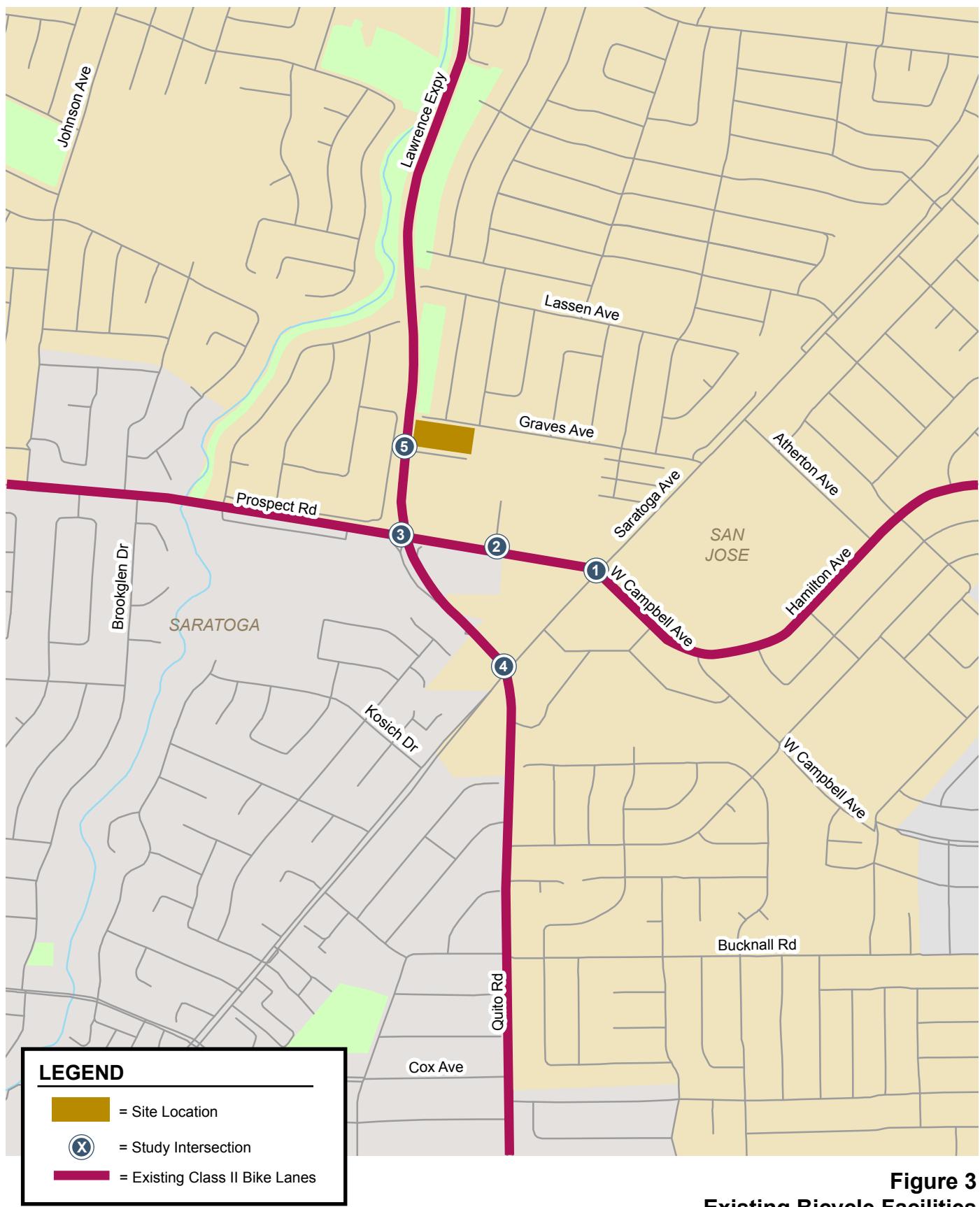


Figure 3
Existing Bicycle Facilities

Transit Service

Existing transit service in the study area is provided by the Santa Clara Valley Transportation Authority (VTA) (see Figure 4). The study area is served directly by one express bus route, one limited stop bus route, and four local routes. The transit routes that run through the study area are listed in Table 3, including their route description and commute hour headways (frequency of stops). The study area is well served by buses.

Table 3
Transit Routes

Transit Route	Route Description	Hours of Operation	Headway ¹
Local Route 26	Sunnyvale/Lockheed Martin Transit Center to Eastridge Transit Center	5:30 am - 11:50 pm	30 - 35 mins
Local Route 57	West Valley College to Great America	5:30 am - 10:50 pm	25 - 30 mins
Local Route 58	West Valley College to Alviso	6:00 am - 8:00 pm	25 - 35 mins
Local Route 82	Westgate to Downtown San Jose	6:00 am - 9:30 pm	30 mins
Express Route 101	Camden & Highway 85 to Palo Alto	6:15 am - 6:45 pm	60 mins
Limited Route 328	Almaden Expressway&Camden to Lockheed Martin/Moffett Industrial Park	6:00 am - 7:15 pm	60 mins

Notes:
¹ Approximate headways during peak commute periods.

The nearest bus stop locations to the project site include bus stops along Prospect Road, W Campbell Road(which extends from Prospect Road at Saratoga Avenue), and Saratoga Avenue. The closest bus stops are on Prospect Road, adjacent to the shopping center frontage and approximately 1,000 feet from the project site. Express Route 101, Limited Stop Route 328, and Local Route 26 serve these stops. The next closest bus stops are on Saratoga Avenue, also adjacent to the shopping center frontage, and about 1,500 feet from the project site. Local Routes 57, 58, and 82 serve this bus stop.

Existing Intersection Lane Configurations and Traffic Volumes

The existing lane configurations at the study intersections were determined by observations in the field and are shown on Figure 5.

Existing traffic volumes were obtained from new traffic counts, the City of San Jose, and the 2016 CMP Annual Monitoring Report. The existing peak-hour intersection volumes are shown on Figure 6. New intersection turning-movement counts conducted for this analysis are included in Appendix A.

Intersection Traffic Operations

Intersection traffic operations at study intersections were evaluated against the City of San Jose level of service standard (LOS D) and CMP level of service standard (LOS E). The results of the intersection level of service analysis (see Table 4) show that all study intersections currently operate at an acceptable level of service during both the AM and PM peak hours of traffic. The intersection level of service calculation sheets are included in Appendix C.

Table 4
Existing Level of Service

Study Number	Intersection	Peak Hour	Count Date	Existing Conditions	
				Avg. Delay (sec)	LOS
1	Saratoga Avenue and Prospect Road*	AM	10/11/16	38.3	D
		PM	10/11/16	47.8	D
2	Westgate West Shopping Center and Prospect Road	AM	10/25/18	15.6	B
		PM	10/25/18	28.0	C
3	Lawrence Expressway and Prospect Road*	AM	10/03/18	49.7	D
		PM	10/06/16	49.7	D
4	Lawrence Expressway and Saratoga Avenue*	AM	10/03/18	43.2	D
		PM	10/06/16	50.4	D
5	Lawrence Expressway and Westgate West Shopping Center	AM	10/03/18	6.9	A
		PM	10/02/18	9.4	A

Note:
* Denotes the CMP designated Intersection

Observed Existing Traffic Conditions

Traffic conditions were observed in the field to identify existing operational deficiencies and to confirm the accuracy of calculated levels of service. The purpose of this effort was (1) to identify any existing traffic problems that may not be directly related to level of service, and (2) to identify any locations where the level of service analysis does not accurately reflect actual existing traffic conditions.

AM and PM field observations conducted in October 2018 revealed that overall the study intersections operate well, and the level of service calculations accurately reflect existing conditions. There were no observed operational issues at the study intersections or project driveways.



Figure 4
Existing Transit Services

Westgate West Shopping Center - Fitness Center TIA

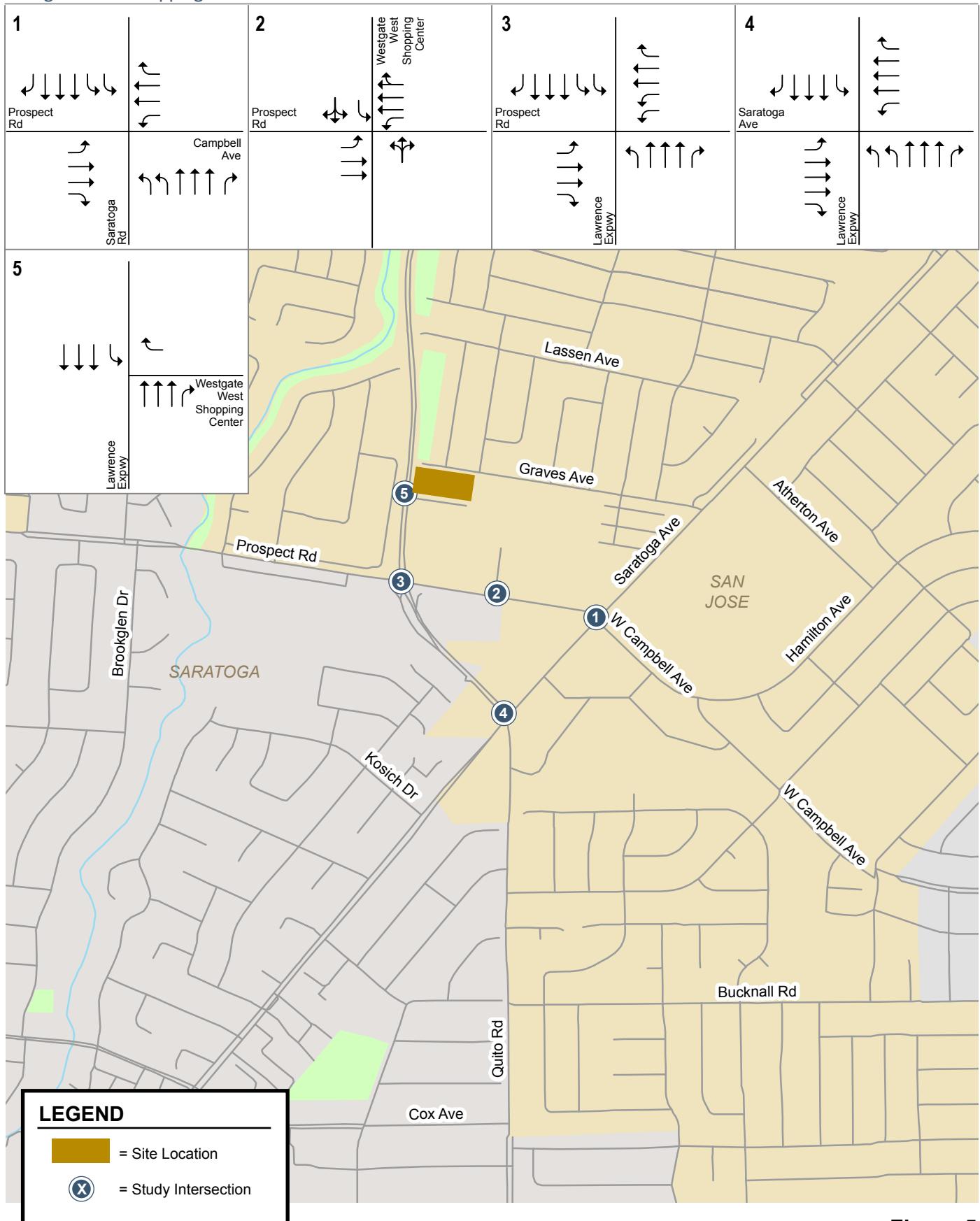


Figure 5
Existing Lane Configurations

Westgate West Shopping Center - Fitness Center TIA

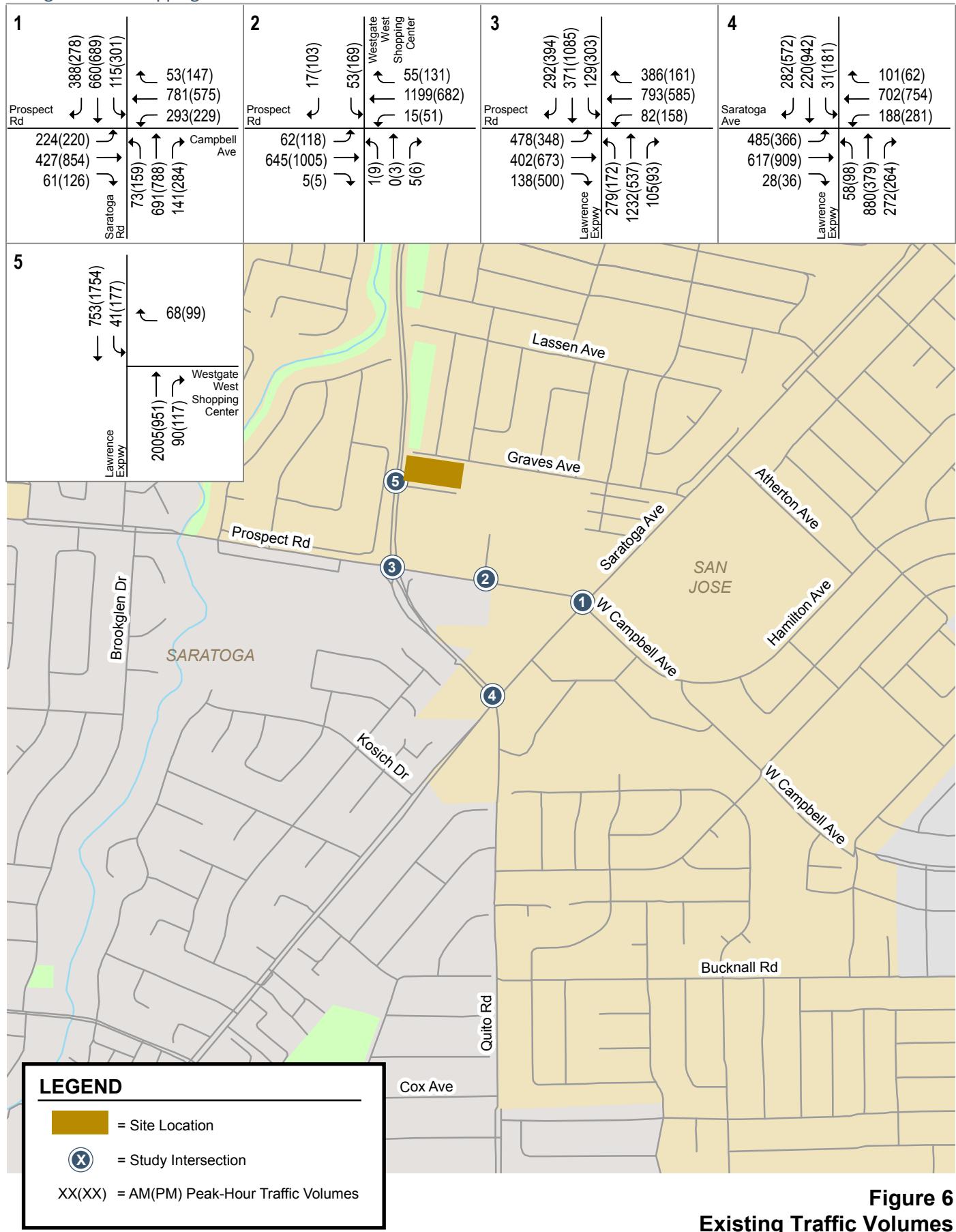


Figure 6
Existing Traffic Volumes

3. CEQA Transportation Analysis

This chapter describes the CEQA transportation analysis, including the VMT threshold of significance, the project-level VMT impact analysis results, and mitigation measures to reduce a VMT impact.

Project-Level VMT Impact Analysis

Project VMT

The project-level impact analysis under CEQA uses the VMT metric to evaluate a project's transportation impacts by comparing against the VMT thresholds of significance as established in the Transportation Analysis Policy. Usually, the San Jose VMT Evaluation Tool (sketch tool) is used to estimate the project VMT, based on the project location (APN), type of development, project description, and proposed trip reduction measures. However, because the proposed project is constructing an addition to an existing shopping center that generates regional traffic, the project must use the City's Travel Demand Model to estimate additional VMT generated by the project.

The project's transportation analysis zone (TAZ) is compromised of the area bounded by Lassen Avenue, Saratoga Avenue, Prospect Road, and Lawrence Expressway. About 60% of the TAZ is developed with 325 residential units. The southern part of the TAZ contains primarily retail uses and also includes several one-story office buildings. Based on the City's 2015 land use data base, the retail/commercial portion of this TAZ has 919 jobs.

The City of San Jose Travel Forecasting Model (model) was used to calculate the change in VMT resulting from the proposed Health Club at the Westgate Mall. The underlying premise is that the new health club would not cause an *increase* in trips but rather result in a *change* in trip making because some people would leave nearby health clubs to join the proposed health club. In order to estimate the impact on VMT with the model, the project's additional 16,450 square feet of building area was converted to 40 retail jobs, using a ratio of one retail job per 400 square feet, developed by City of San Jose staff. There are two similar health clubs near the project site: Planet Fitness at 328 Saratoga Avenue and Right Stuff at 1730 West Campbell Avenue. It was assumed that some members of these nearby clubs would join the proposed Westgate Mall health club instead and, in order to reflect this, 40 retail jobs were removed from the TAZ's where these two nearby health clubs are located. These job changes were then made in the 2015 land use file and the model was run, with and without the project. The model was run with the worker trips as Home Based-Work trips. Health club trips are considered recreational trips and are reflected in the model as "social/recreational" trips. Therefore, the daily VMT's for the social/recreational trips, with and without the project, were calculated for the affected TAZ's.

The model results showed that the proposed project would cause a net decrease of 41 VMT per day. The work trips would result in 48 fewer daily VMT and the social/recreational trips would result in an increase of 7 daily VMT. Because the project results in no increase in daily VMT, no mitigation measures are needed.

4. Local Transportation Analysis

This chapter describes the local transportation analysis including the method by which project traffic is estimated, intersection operations analysis for background plus project conditions, any adverse intersection traffic effects caused by the project, site access and on-site circulation review, and effects on bicycle, pedestrian, and transit facilities.

Intersection Operations Analysis

The intersection operations analysis is intended to quantify the operations of San Jose intersections and to identify potential negative effects due to the addition of project traffic. Information required for the intersection operations analysis related to project trip generation, trip distribution, and trip assignment are presented in this section. The study intersections are located in the City of San Jose and are evaluated based on the City of San Jose's intersection analysis methodology and standards in determining potential adverse operational effects due to the project, as described in Chapter 1.

Project Trip Estimates

The magnitude of traffic produced by a new development and the locations where that traffic would appear are estimated using a three-step process: (1) trip generation, (2) trip distribution, and (3) trip assignment. In determining project trip generation, the magnitude of traffic entering and exiting the site is estimated for the AM and PM peak hours. As part of the project trip distribution, the directions to and from which the project trips would travel are estimated. In the project trip assignment, the project trips are assigned to specific streets and intersections. These procedures are described below.

Trip Generation

Through empirical research, data have been collected that quantify the amount of traffic produced by common land uses. There are standard trip generation rates that can be applied to help predict the future traffic increases that would result from a new development. The magnitude of traffic added to the roadway system by a particular development is estimated by multiplying the applicable trip generation rates by the size of the development. Trip generation rates resulting from new development proposed within the City of San Jose typically are estimated using trip rates published in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*, 10th Edition. The ITE trip generation rates for Health/Fitness Club (Land Code Use 492) were used for this project.

Trip Adjustments and Reductions

According to the *Transportation Analysis Handbook*, the VMT reduction resulting from implementing the VMT reduction strategies in the sketch tool should be included as part of the trip generation estimates, however, because the project was analyzed with a conversion from a fitness center to an office to analyze VMT, it is not entirely accurate. The VMT reduction that can usually apply to the trip adjustments would only be applied to employees, who account for little of the peak hour trips. For the purpose of trip generation and analyses, the VMT mitigation measure adjustments were not used, and the Intersection Operations Analysis represents a more conservative analysis.

The existing retail use at the project site can be credited against the proposed fitness center trip generation estimates. The existing retail use was estimated using the ITE trip generation rates for Shopping Center (Land Code Use 820). The estimated trips for the retail use are 22 trips during the AM peak hour and 90 trips during the PM peak hour.

Net Project Trips

After applying appropriate trip reductions and existing site trip credits, the project would generate 30 new trips during the AM peak hour and 48 trips during the PM peak hour (see Table 5).

Table 5
Trip Generation

Land Use	Size	Daily Trip Rates	Daily Trips	AM Peak Hour			PM Peak Hour		
				Pk-Hr Rate	In	Out Total	Pk-Hr Rate	In	Out Total
Proposed Use									
Fitness Center ¹	40,000 SF	23.80	952	1.31	27	25 52	3.45	79	59 138
Existing Use									
Retail ²	23,550 SF	37.75	889	0.94	14	8 22	3.81	43	47 90
Net Project Trips (Proposed - Existing):				62	13	17 30	36	12	48
Notes:									
¹ Rates based on ITE Land Use Code 492 (Health/Fitness Club), average rates. Daily trips were estimated by assuming average of AM & PM peak hour trips rates to be 10% of daily trips.									
² Rates based on ITE Land Use Code 820 (Shopping Center), average rates.									
Source: Institute of Traffic Engineers, <i>Trip Generation Manual, 10th Edition</i> , 2017.									

Trip Distribution and Assignment

The directional distribution of site-generated traffic was estimated based on existing travel patterns on the surrounding roadway system and the locations of complementary land uses (see Figure 7).

The peak-hour vehicle trips associated with the project were added to the roadway network in accordance with the trip distribution pattern, the roadway network connections, and the locations of project driveways (see Figure 8). Project trips were assigned to different driveways based on the estimated trip distribution.

Roadway Network under Background and Project Conditions

The roadway network under background conditions and background plus project conditions would be the same as the existing roadway network because: 1) there are no approved projects in the area that would alter the existing roadway network, and 2) the project would not alter the existing roadway network.

Traffic Volumes under Background and Project Conditions

Background peak hour traffic volumes were estimated by adding to existing volumes the estimated traffic from approved but not yet constructed developments. The added traffic from approved but not yet constructed developments was obtained from the City of San Jose (see Appendix B). Background traffic volumes are shown on Figure 9. Background Plus Project traffic volumes are shown on Figure 10.

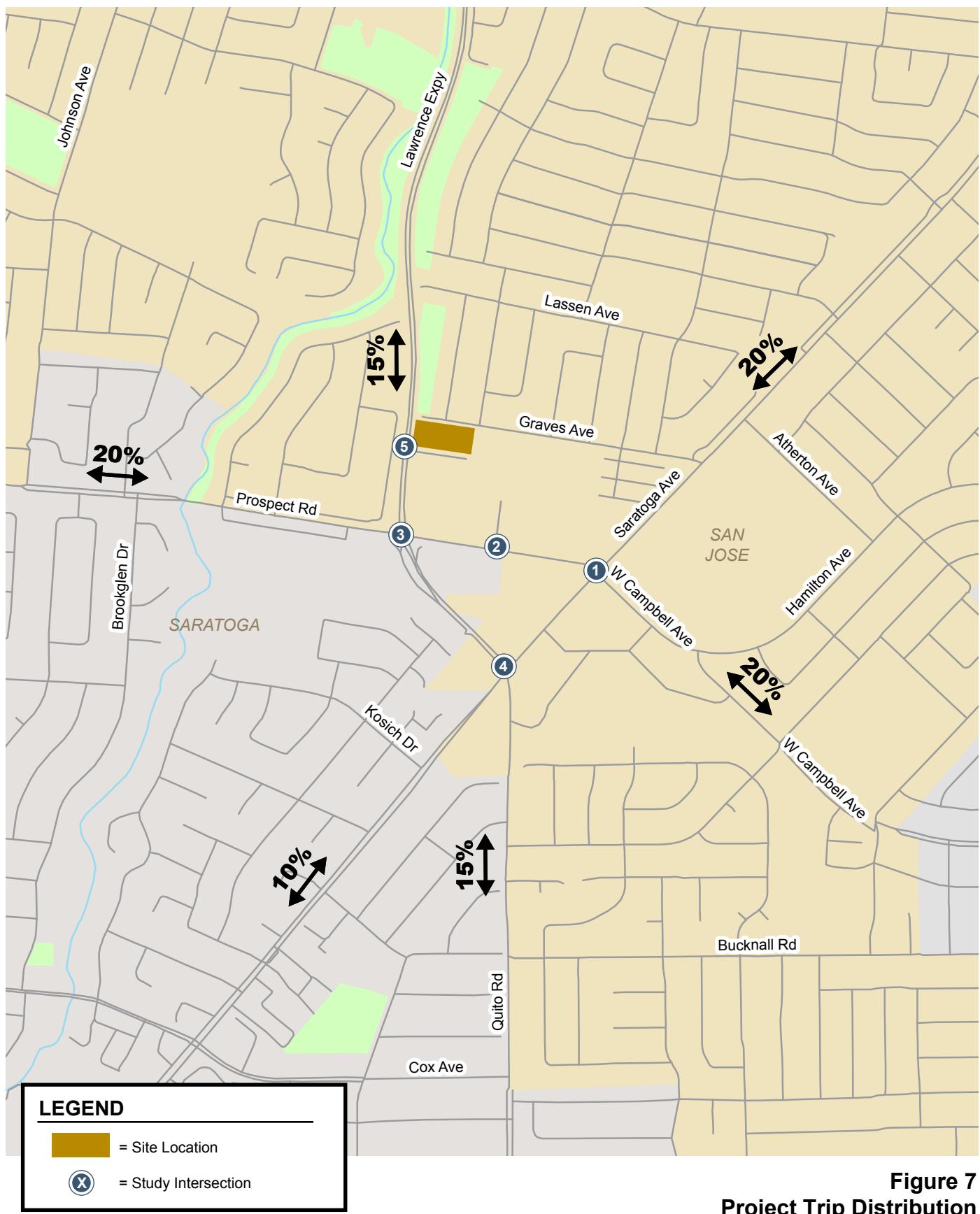


Figure 7
Project Trip Distribution

Westgate West Shopping Center - Fitness Center TIA

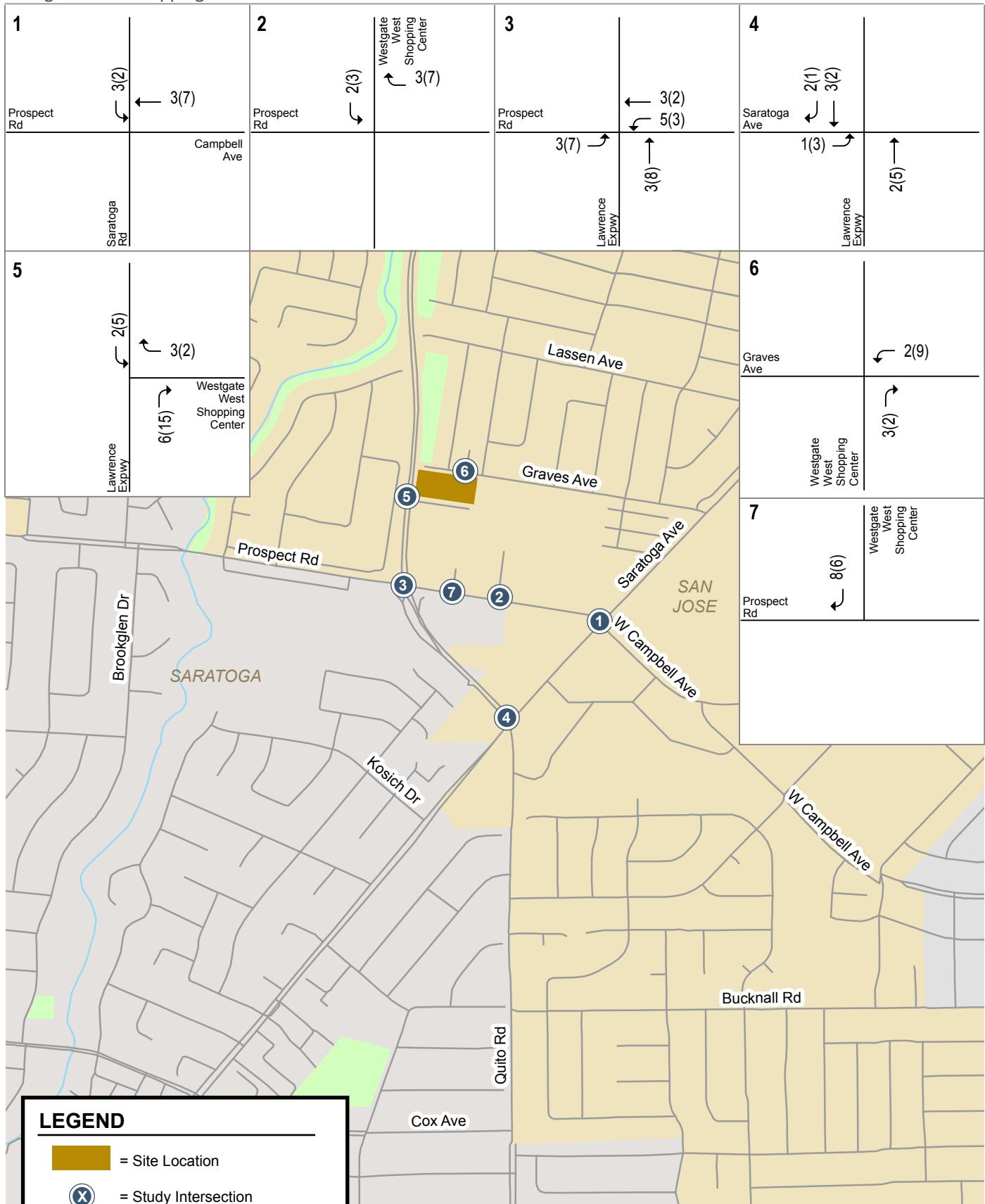


Figure 8
Project Trip Assignment

Westgate West Shopping Center - Fitness Center TIA

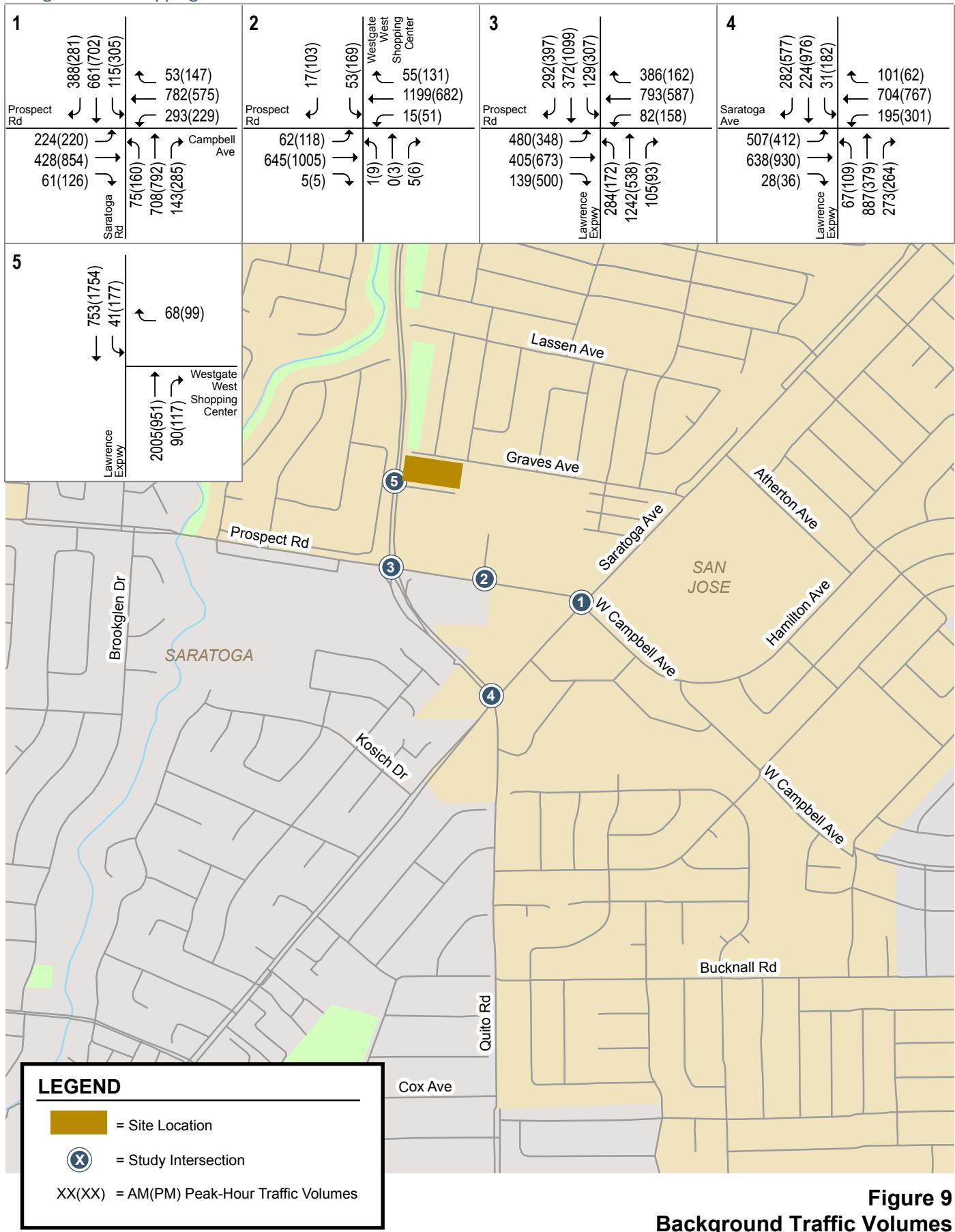


Figure 9
Background Traffic Volumes

Westgate West Shopping Center - Fitness Center TIA

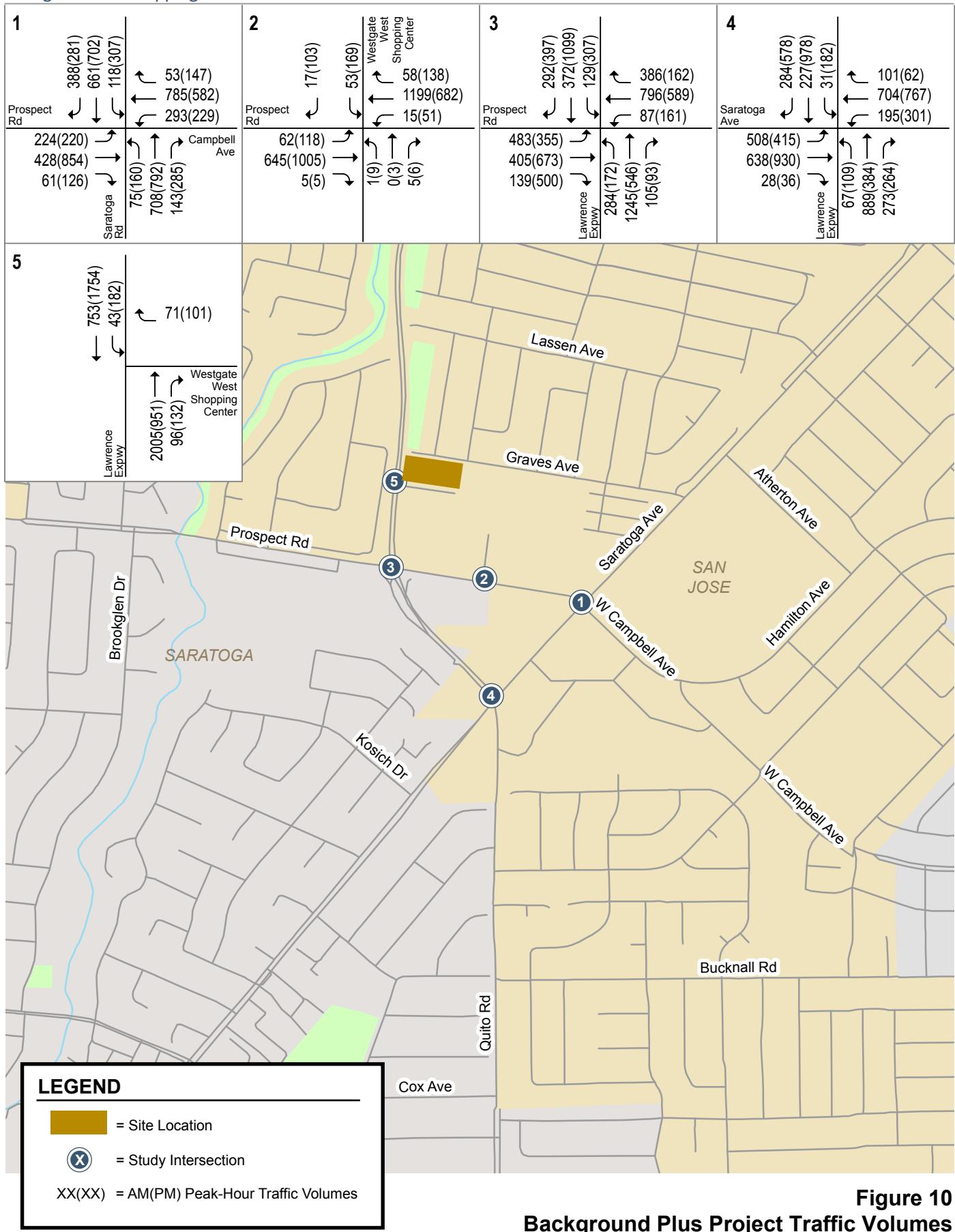


Figure 10
Background Plus Project Traffic Volumes

Intersection Traffic Operations under Background and Project Conditions

Intersection traffic operations at study intersections were evaluated against the City of San Jose level of service standard (LOS D) and CMP level of service standard (LOS E). The results of the intersection level of service analysis (see Table 6) show that the study intersection would operate at an acceptable level of service during both AM and PM peak hours of traffic under both background and background plus project conditions. The intersection level of service calculation sheets are included in Appendix C.

Table 6
Background Plus Project Intersection Levels of Service

Study Number	Intersection	Background Conditions					
		No Project		With Project			
		Peak Hour	Avg. Delay (sec)	LOS	Avg. Delay (sec)	LOS	Incr. in Critical Delay (sec)
1	Saratoga Avenue and Prospect Road*	AM	38.3	D	38.3	D	0.0
		PM	47.9	D	47.8	D	0.0
2	Westgate West Shopping Center and Prospect Road	AM	15.6	B	15.6	B	0.0
		PM	28.0	C	28.0	C	0.0
3	Lawrence Expressway and Prospect Road*	AM	49.8	D	49.8	D	0.0
		PM	49.8	D	49.9	D	0.3
4	Lawrence Expressway and Saratoga Avenue*	AM	43.5	D	43.5	D	0.0
		PM	53.4	D	53.6	D	0.3
5	Lawrence Expressway and Westgate West Shopping Center	AM	6.9	A	6.9	A	0.0
		PM	9.4	A	9.5	A	0.0

Note:
* Denotes the CMP designated intersection

Vehicular Access and Circulation

The site access and circulation evaluation is based on the August 2018 site plan prepared by MCG Architecture (see Figure 2). Site access and on-site circulation were reviewed in accordance with generally accepted traffic engineering standards.

Site Access

The project generated traffic can access the site via driveways on Lawrence Expressway, Prospect Road, and Graves Avenue. The driveway on Lawrence Expressway can be accessed from either direction; however, the exit is restricted to right turns only onto northbound Lawrence Expressway. There are four driveways into the Westgate West Shopping Center on Prospect Road: one full-access signalized intersection, and three right-turn only driveways. There are two full access driveways on Graves Avenue.

The driveways are all approximately 30 to 33 feet in width, with the exception of the driveway with the signalized intersection at Prospect Road. This driveway is approximately 40 feet wide with two exit lanes. The minimum required width for a two-way driveway is 26 feet. The existing driveways provide adequate width for vehicular access and meet City of San Jose requirements for driveway width.

Sight Distance

The proposed project driveways are free and clear of obstructions for optimized sight distance. Adequate sight distance reduces the likelihood of a collision at driveways and provides drivers with the ability to locate sufficient gaps in traffic to exit a driveway. There are no roadway curves, street parking,

or landscaping features that obstruct the vision of exiting drivers at any of the driveways. Therefore, sight distance is adequate at the project driveways.

On-Site Circulation

On-site vehicular circulation was reviewed in accordance with the City of San Jose Zoning Code and generally accepted traffic engineering standards. The site plan proposes to punch through some existing islands and lengthen some existing drive aisles. Some parking spaces would be lost, but others would be gained. The new drive aisles would improve on-site circulation.

Parking Stall Dimensions

The City of San Jose Zoning Code (Section 20.90.100) requirement for uniform-size parking stalls is 8.5 feet wide by 17 feet long. The parking spaces shown in the site plan are 9 feet wide by 18 feet long. Therefore, the parking space dimensions would be adequate and would not have vehicles extending into the parking aisles.

Truck Access and Circulation

The project proposes to remove the loading docks at the rear of the building and construct a trash enclosure. This is acceptable because the fitness center would not be receiving any major truck deliveries, in contrast to the previous tenant that had many deliveries. If there are any trucks needing to access the project site, it is recommended that trucks utilize the driveway on Graves Avenue, as it provides direct access to the rear of the building.

Garbage Collection

The project site plan shows a new trash enclosure to be located at the rear of the building on the north side of the project site. Garbage vehicles can access the project site using the driveway on Graves Avenue and make a U-Turn near the trash enclosure area.

Emergency Vehicle Access

Emergency Vehicle Access would be provided via the project driveway on Lawrence Expressway and Graves Avenue. The City of San Jose Fire Code requires driveways to provide 32 feet of width for fire access. The project driveways meet requirements for emergency vehicle access.

Parking Supply

Parking provided on site was evaluated based on the City of San Jose parking standards (San Jose Municipal Code Chapter 20.90, Table 20-190). The vehicle parking requirement for neighborhood shopping center is one parking space per 225 square feet of floor area.

It is estimated that 970 parking spaces are required based on the developer's estimation of 218,114 square feet of floor space that will be available after the project completion. The project developer has also stated that the project proposes to construct 29 new spaces, expanding the total number of parking spaces to 1,068 spaces, meeting the requirement for parking supply.

The bicycle parking requirement for the project is one space per 3,000 square feet. The proposed 40,000 square foot fitness center would require 14 bicycle parking spaces. The developer has

proposed 14 bicycle parking spaces immediately outside of the fitness center by providing 8 "U" shaped bicycle racks. This meets the requirement for bicycle parking supply.

Pedestrian, Bicycle, and Transit Analysis

All new development projects in San Jose should encourage multi-modal travel, consistent with the goals of the City's General Plan. It is the goal of the General Plan that all development projects accommodate and encourage the use of non-automobile transportation modes to achieve San Jose's mobility goals and reduce vehicle trip generation and vehicle miles traveled. In addition, the adopted City Bike Master Plan establishes goals, policies, and actions to make bicycling a daily part of life in San Jose. The Master Plan includes designated bike lanes along all City streets, as well as on designated bike corridors. In order to further the goals of the City, pedestrian and bicycle facilities should be encouraged with new development projects.

The City's General Plan identifies both walk and bicycle commute mode split targets as 15 percent or more for the year 2040. This level of pedestrian and bicycle mode share is a reasonable goal for the project, particularly if bus services and the proposed shuttle service are utilized in combination with bicycle commuting.

Pedestrian Facilities

Pedestrian facilities in the study area consist of sidewalks, crosswalks, and pedestrian signals at signalized intersections (see Chapter 2 for details). There are no planned improvements with the proposed fitness center expansion. The network of sidewalks and crosswalks within the shopping center and the project vicinity has adequate connectivity and provides pedestrians with safe routes to transit services and other points of interest in the vicinity of the project site. The proposed fitness center would utilize existing sidewalks and crosswalks within the Westgate West Shopping Center.

Bicycle Facilities

Class II striped bike lanes are provided along various roadways in the vicinity of the project site (see Chapter 2 for details). The project is not proposing any modifications or improvements to the existing bicycle network. The project proposes 14 bicycle parking spaces in front of the proposed fitness center. The existing bicycle network is sufficient to serve the project.

On-site bicycle circulation is adequate. There is direct access to bicycle lanes from the project driveways on Lawrence Expressway and Prospect Road.

Transit Service

There are several VTA bus lines that serve the immediate project area (see Chapter 2 for details). The bus stops closest to the project site are on Prospect Road and Saratoga Avenue, and are easily accessible from the project site. The project is not expected to generate a significant increase in demand for transit services.

5. Conclusions

The potential impacts of the project were evaluated in accordance with the standards set forth by the City of San Jose. The study included the analysis of traffic conditions for five (5) signalized intersections in the vicinity of the project site during the weekday AM and PM peak hours. The weekday peak hours are typically between 7:00-9:00 AM and between 4:00-6:00 PM. The study also included an analysis of transit services and bicycle and pedestrian access.

The results of the VMT analysis show that the proposed project will not have an increase in regional VMT, therefore regional VMT is not significantly impacted by the project.

The results of the intersection analysis under background plus project conditions show that, measured against the City of San Jose level of service standards, all the study intersections would operate at an acceptable level of service during both the AM and PM peak hours of traffic. None of the study intersections would be significantly impacted by the project.

The site plan shows adequate site access and on-site circulation, and no significant operational issues are expected to occur at the site or at the study intersections as a result of the project. Thus, the project would not have an adverse effect on the existing transit, pedestrian, or bicycle facilities in the study area.

Westgate West Fitness Center TA Technical Appendices

January 4, 2019

Appendix A

Traffic Counts

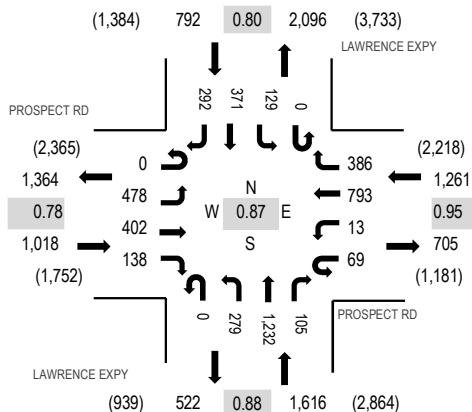
Location: 1 LAWRENCE EXPY & PROSPECT RD AM

Date: Wednesday, October 3, 2018

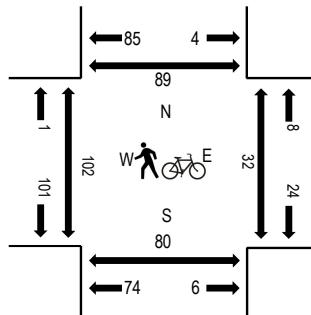
Peak Hour: 07:45 AM - 08:45 AM

Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	PROSPECT RD				PROSPECT RD				LAWRENCE EXPY				LAWRENCE EXPY				Rolling Hour	Pedestrian Crossings				
	Eastbound		Westbound		Northbound		Southbound		Total		Hour	West	East	South	North	West	East	South	North			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Hour	West	East	South	North
7:00 AM	0	74	56	17	9	2	97	66	0	28	186	8	0	9	44	28	624	3,875	1	2	5	1
7:15 AM	0	72	46	12	7	1	150	73	0	33	303	11	0	12	53	39	812	4,414	6	5	14	6
7:30 AM	0	100	95	38	8	2	162	89	0	81	262	26	0	20	108	101	1,092	4,645	47	42	74	36
7:45 AM	0	130	155	51	6	0	189	94	0	111	309	38	0	42	91	131	1,347	4,687	83	22	65	77
8:00 AM	0	130	112	28	17	2	221	81	0	64	310	23	0	33	87	55	1,163	4,343	4	0	6	3
8:15 AM	0	120	66	23	26	6	177	108	0	54	267	20	0	16	90	70	1,043		1	6	6	4
8:30 AM	0	98	69	36	20	5	206	103	0	50	346	24	0	38	103	36	1,134		2	2	3	1
8:45 AM	0	103	85	36	16	9	199	67	0	38	242	30	0	38	95	45	1,003		1	0	2	3

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	1	0	1	0	0	4	0	0	0	3	0	0	1	1	0	11
Lights	0	475	394	135	69	13	777	383	0	277	1,225	103	0	127	363	287	4,628
Mediums	0	2	8	2	0	0	12	3	0	2	4	2	0	1	7	5	48
Total	0	478	402	138	69	13	793	386	0	279	1,232	105	0	129	371	292	4,687



(303) 216-2439
www.alltrafficdata.net

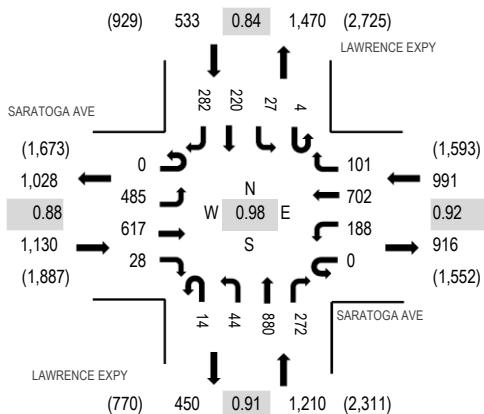
Location: 2 LAWRENCE EXPY & SARATOGA AVE AM

Date and Start Time: Wednesday, October 3, 2018

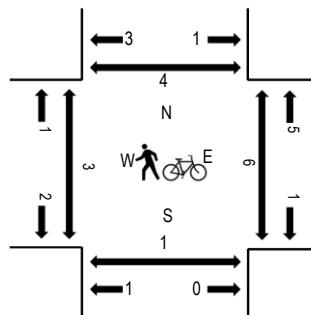
Peak Hour: 07:45 AM - 08:45 AM

Peak 15-Minutes: 08:15 AM - 08:30 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	SARATOGA AVE Eastbound				SARATOGA AVE Westbound				LAWRENCE EXPY Northbound				LAWRENCE EXPY Southbound				Rolling Hour	Pedestrian Crossings				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		West	East	South	North	
7:00 AM	0	54	61	2	0	14	75	14	0	4	162	38	0	4	26	32	486	2,978	0	2	0	0
7:15 AM	0	90	83	5	0	23	77	9	2	10	226	44	0	2	35	29	635	3,417	2	1	1	0
7:30 AM	0	84	119	3	0	34	125	36	3	16	271	60	0	0	53	73	877	3,770	1	0	0	3
7:45 AM	0	103	122	11	0	45	175	50	1	16	223	75	1	13	79	66	980	3,864	0	5	0	3
8:00 AM	0	102	160	8	0	60	137	21	5	14	226	80	3	6	39	64	925	3,742	0	0	0	1
8:15 AM	0	154	166	6	0	44	203	13	6	8	206	60	0	4	53	65	988	0	1	0	0	
8:30 AM	0	126	169	3	0	39	187	17	2	6	225	57	0	4	49	87	971	1	0	0	0	
8:45 AM	0	107	145	4	0	52	123	20	2	6	182	75	0	5	62	75	858	1	0	0	0	

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	2	2	0	0	0	5	0	1	1	0	0	0	0	1	2	14
Lights	0	480	603	26	0	187	686	101	13	42	875	269	4	27	215	275	3,803
Mediums	0	3	12	2	0	1	11	0	0	1	5	3	0	0	4	5	47
Total	0	485	617	28	0	188	702	101	14	44	880	272	4	27	220	282	3,864



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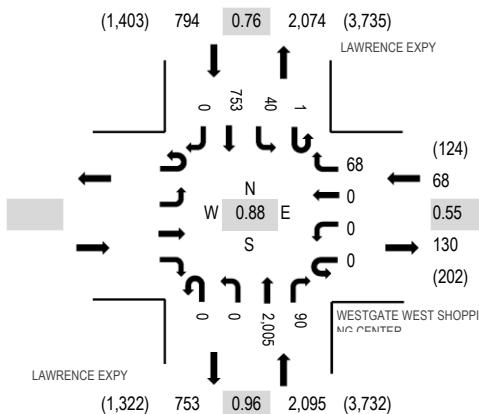
Location: 3 LAWRENCE EXPY & WESTGATE WEST SHOPPING CENTER AM

Date and Start Time: Wednesday, October 3, 2018

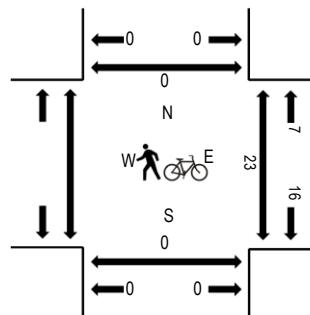
Peak Hour: 07:45 AM - 08:45 AM

Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	Eastbound				WESTGATE WEST SHOPPING CENTER			LAWRENCE EXPY Northbound				LAWRENCE EXPY Southbound				Rolling Hour	Pedestrian Crossings					
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	West	East	South	North		
7:00 AM					0	0	0	13	0	0	315	11	0	3	78	0	420	2,523	1	0	0	0
7:15 AM					0	0	0	10	0	0	440	8	0	4	107	0	569	2,810	0	0	0	0
7:30 AM					0	0	0	22	0	0	444	5	0	11	208	0	690	2,919	0	0	0	0
7:45 AM					0	0	0	37	0	0	511	20	1	8	267	0	844	2,957	6	0	0	0
8:00 AM					0	0	0	10	0	0	487	36	0	7	167	0	707	2,736	2	0	0	0
8:15 AM					0	0	0	10	0	0	473	22	0	12	161	0	678		2	0	0	0
8:30 AM					0	0	0	11	0	0	534	12	0	13	158	0	728		1	0	0	0
8:45 AM					0	0	0	11	0	0	406	8	0	22	176	0	623		1	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	6	
Lights	0	0	0	68	0	0	1,993	90	1	39	740	0	0	0	0	2,931	
Mediums	0	0	0	0	0	0	8	0	0	1	11	0	0	1	11	20	
Total	0	0	0	68	0	0	2,005	90	1	40	753	0	0	0	0	2,957	



(303) 216-2439
www.alltrafficdata.net

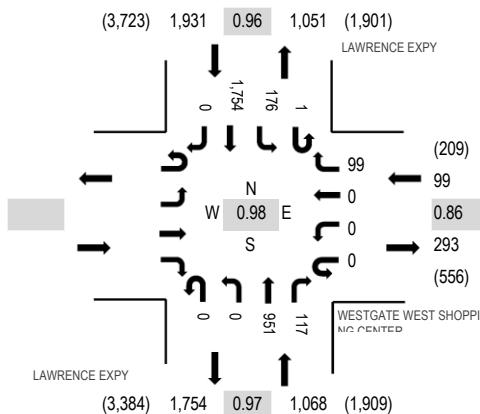
Location: 3 LAWRENCE EXPY & WESTGATE WEST SHOPPING CENTER PM

Date and Start Time: Tuesday, October 2, 2018

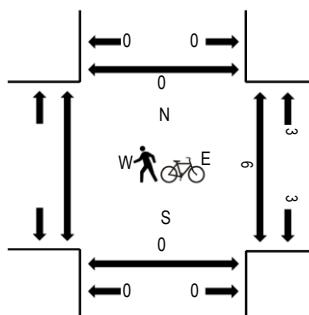
Peak Hour: 05:00 PM - 06:00 PM

Peak 15-Minutes: 05:15 PM - 05:30 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	WESTGATE WEST SHOPPING CENTER				LAWRENCE EXPY				LAWRENCE EXPY				Rolling Hour	Pedestrian Crossings					
	Eastbound		Westbound		Northbound				Southbound					Total	West	East	South	North	
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right							
4:00 PM		0	0	0	22	0	0	187	18	2	37	396	0	662	2,743	1	0	0	
4:15 PM		0	0	0	34	0	0	204	29	3	39	454	0	763	2,839	2	0	0	
4:30 PM		0	0	0	25	0	0	147	25	1	44	403	0	645	2,869	2	0	0	
4:45 PM		0	0	0	29	0	0	196	35	0	36	377	0	673	2,983	3	0	0	
5:00 PM		0	0	0	36	0	0	220	33	0	43	426	0	758	3,098	1	0	0	
5:15 PM		0	0	0	16	0	0	247	27	0	47	456	0	793		4	0	0	
5:30 PM		0	0	0	20	0	0	244	26	1	43	425	0	759		1	0	0	
5:45 PM		0	0	0	27	0	0	240	31	0	43	447	0	788		0	0	0	

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks		0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
Lights		0	0	0	98	0	0	943	116	1	175	1,750	0	3,083			
Mediums		0	0	0	1	0	0	7	1	0	1	4	0	14			
Total		0	0	0	99	0	0	951	117	1	176	1,754	0	3,098			

Appendix B

San Jose Approved Trips Inventory

AM APPROVED TRIPS

09/27/2018

Intersection of: CAMPBELL/SARATOGA

Page No: 1

Traffix Node Number: 3090

Permit No. / Description / Location	M09	M08	M07	M03	M02	M01	M12	M11	M10	M06	M05	M04
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR

NSJ 2 17 2 0 1 0 0 1 0 0 1 0

NORTH SAN JOSE

NORTH SAN JOSE

TOTAL: 2 17 2 0 1 0 0 1 0 0 1 0

LEFT THRU RIGHT

NORTH	0	1	0
EAST	0	1	0
SOUTH	2	17	2
WEST	0	1	0

Intersection of: CAMPBELL/SARATOGA

Page No: 2

Traffic Node Number: 3090

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
-------------------------------------	------------	------------	------------	------------	------------	------------	------------	------------	------------	------------	------------	------------

NSJ	1	4	1	4	13	3	0	0	0	0	0	0
-----	---	---	---	---	----	---	---	---	---	---	---	---

NORTH SAN JOSE

TOTAL:	1	4	1	4	13	3	0	0	0	0	0	0
--------	---	---	---	---	----	---	---	---	---	---	---	---

LEFT THRU RIGHT

NORTH	4	13	3
EAST	0	0	0
SOUTH	1	4	1
WEST	0	0	0

AM APPROVED TRIPS

09/27/2018

Intersection of: LAWRENCE/PROSPECT

Page No: 1

Traffix Node Number: 5635

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
-------------------------------------	------------	------------	------------	------------	------------	------------	------------	------------	------------	------------	------------	------------

NSJ 5 10 0 0 1 0 2 3 1 0 0 0

NORTH SAN JOSE

NORTH SAN JOSE

TOTAL: 5 10 0 0 1 0 2 3 1 0 0 0

LEFT THRU RIGHT

NORTH	0	1	0
EAST	0	0	0
SOUTH	5	10	0
WEST	2	3	1

Intersection of: LAWRENCE/PROSPECT

Page No: 2

Traffix Node Number: 5635

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
-------------------------------------	------------	------------	------------	------------	------------	------------	------------	------------	------------	------------	------------	------------

NSJ	0	1	0	4	14	3	0	0	0	0	2	1
-----	---	---	---	---	----	---	---	---	---	---	---	---

NORTH SAN JOSE

TOTAL:	0	1	0	4	14	3	0	0	0	0	2	1
--------	---	---	---	---	----	---	---	---	---	---	---	---

LEFT THRU RIGHT

NORTH	4	14	3
EAST	0	2	1
SOUTH	0	1	0
WEST	0	0	0

Intersection of: LAWRENCE/SARATOGA

Page No: 1

Traffic Node Number: 5640

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
CP15-014 CVS SARATOGA 1804 SARATOGA	9	0	0	0	4	0	9	6	0	7	0	0
NSJ NORTH SAN JOSE	0	7	1	0	0	0	13	15	0	0	2	0
TOTAL:	9	7	1	0	4	0	22	21	0	7	2	0
				LEFT	THRU	RIGHT						
				NORTH	0	4	0					
				EAST	7	2	0					
				SOUTH	9	7	1					
				WEST	22	21	0					

PM APPROVED TRIPS

09/27/2018

Intersection of: LAWRENCE/SARATOGA

Page No: 2

Traffic Node Number: 5640

Permit No. / Description / Location	M09	M08	M07	M03	M02	M01	M12	M11	M10	M06	M05	M04
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
CP15-014	11	0	0	0	25	0	44	17	0	17	0	0
CVS SARATOGA												
1804 SARATOGA												
-----	0	0	0	1	9	5	2	4	0	3	13	0
NSJ												
NORTH SAN JOSE												
TOTAL:	11	0	0	1	34	5	46	21	0	20	13	0
				LEFT	THRU	RIGHT						
				NORTH	1	34	5					
				EAST	20	13	0					
				SOUTH	11	0	0					
				WEST	46	21	0					

Appendix C

Level of Service Calculations

Existing PM

Wed Oct 31, 2018 15:51:07

Page 1-1

Westgate West Fitness Center Addition, San Jose

Scenario Report

Scenario: Existing PM

Command: Default Command
Volume: Existing PM
Geometry: Existing PM
Impact Fee: Default Impact Fee
Trip Generation: No Project
Trip Distribution: Default Trip Distribution
Paths: Default Path
Routes: Default Route
Configuration: Default Configuration

Westgate West Fitness Center Addition, San Jose

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #3090 CAMPBELL/SARATOGA

Cycle (sec): 160 Critical Vol./Cap. (X): 0.575
Loss Time (sec): 12 Average Delay (sec/veh): 47.8
Optimal Cycle: 49 Level Of Service: D

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected	Protected	Protected	Protected
Rights:	Ovl	Ovl	Ovl	Ovl
Min. Green:	7 10 10	7 10 10	7 10 10	7 10 10
Y+R:	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0
Lanes:	1 0 3 0 1	2 0 3 0 1	1 0 2 0 1	2 0 2 0 1

Volume Module: >> Count Date: 11 Oct 2016 << 5:00-6:00PM

Base Vol:	159	788	284	301	689	278	220	854	126	229	575	147
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	159	788	284	301	689	278	220	854	126	229	575	147
Added Vol:	0	0	0	3	0	0	0	0	0	0	3	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	159	788	284	304	689	278	220	854	126	229	578	147
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	159	788	284	304	689	278	220	854	126	229	578	147
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	159	788	284	304	689	278	220	854	126	229	578	147
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	159	788	284	304	689	278	220	854	126	229	578	147

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	5700	1750	3150	5700	1750	1750	3800	1750	3150	3800	1750

Capacity Analysis Module:

Vol/Sat:	0.09	0.14	0.16	0.10	0.12	0.16	0.13	0.22	0.07	0.07	0.15	0.08
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.18	0.24	0.37	0.17	0.23	0.47	0.23	0.39	0.57	0.13	0.28	0.45
Volume/Cap:	0.52	0.58	0.44	0.58	0.52	0.34	0.54	0.58	0.13	0.58	0.54	0.19
Delay/Veh:	61.5	54.2	38.8	62.9	53.9	27.3	55.1	38.9	16.3	67.9	49.0	26.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.5	54.2	38.8	62.9	53.9	27.3	55.1	38.9	16.3	67.9	49.0	26.5
LOS by Move:	E	D	D	E	D	C	E	D	B	E	D	C
HCM2kAvgQ:	7	11	11	9	10	9	10	16	3	7	12	4

Note: Queue reported is the number of cars per lane.

Westgate West Fitness Center Addition, San Jose

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #3746 Westgate West Shopping Center/Prospect Road											

Cycle (sec):	130	Critical Vol./Cap. (X):	0.466								
Loss Time (sec):	12	Average Delay (sec/veh):	28.0								
Optimal Cycle:	49	Level Of Service:	C								

Street Name:	Westgate West Shopping Center	Prospect Road									
Approach:	North Bound	South Bound	East Bound	West Bound							
Movement:	L - T - R	L - T - R	L - T - R	L - T - R							
Control:	Split Phase	Split Phase	Protected	Protected							
Rights:	Include	Include	Include	Include							
Min. Green:	10 10 10	10 10 10	7 10 10	7 10 10							
Y+R:	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0							
Lanes:	0 0 1! 0 0	1 0 1! 0 0	1 0 2 0 1	1 0 3 0 1							
Volume Module:	>> Count Date: 25 Oct 2018 << 5:00 to 6:00 PM										
Base Vol:	9 3 6	169 0 103	118 1005	5 51 682	131						
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	9 3 6	169 0 103	118 1005	5 51 682	131						
Added Vol:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	3
PasserByVol:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0
Initial Fut:	9 3 6	169 0 103	118 1005	5 51 682	134						
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Volume:	9 3 6	169 0 103	118 1005	5 51 682	134						
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0
Reduced Vol:	9 3 6	169 0 103	118 1005	5 51 682	134						
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
FinalVolume:	9 3 6	169 0 103	118 1005	5 51 682	134						
Saturation Flow Module:											
Sat/Lane:	1900 1900 1900	1900 1900 1900	1900 1900 1900	1900 1900 1900	1900 1900 1900	1900 1900 1900	1900 1900 1900	1900 1900 1900	1900 1900 1900	1900 1900 1900	1900 1900 1900
Adjustment:	0.86 0.93 0.86	0.84 1.00 0.84	1.00 1.00 0.84	0.88 1.00 0.78	0.88 1.00 0.78	0.88 1.00 0.78	0.88 1.00 0.78	0.88 1.00 0.78	0.88 1.00 0.78	0.88 1.00 0.78	0.78
Lanes:	0.51 0.15 0.34	1.45 0.00 0.55	0.00 1.00 2.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	3.00 1.00 1.00	1.00
Final Sat.:	826 275 551	2322 0 879	1663 3800 1488	3800 1488 1663	5700 1488 1663	5700 1488 1663	5700 1488 1663	5700 1488 1663	5700 1488 1663	5700 1488 1663	1488
Capacity Analysis Module:											
Vol/Sat:	0.01 0.01 0.01	0.07 0.00 0.12	0.07 0.26	0.00 0.03	0.12 0.09						
Crit Moves:	****	****	****	****	****						
Green/Cycle:	0.08 0.08 0.08	0.24 0.00 0.24	0.22 0.53	0.53 0.06	0.37 0.37	0.37					
Volume/Cap:	0.14 0.14 0.14	0.31 0.00 0.50	0.32 0.50	0.01 0.50	0.32 0.24	0.24					
Delay/Veh:	56.5 56.5 56.5	41.1 0.0 43.7	42.9 19.5	14.2 62.8	29.1 28.3	28.3					
User DelAdj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00
AdjDel/Veh:	56.5 56.5 56.5	41.1 0.0 43.7	42.9 19.5	14.2 62.8	29.1 28.3	28.3					
LOS by Move:	E E E	D A D	D B B	B E C	C C						
HCM2kAvgQ:	1 1 1	4 0 7	4 12 0	2 6 4							
Note: Queue reported is the number of cars per lane.											

Westgate West Fitness Center Addition, San Jose

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #5635 LAWRENCE EXPWY/PROSPECT RD

Cycle (sec): 160 Critical Vol./Cap. (X): 0.646
Loss Time (sec): 12 Average Delay (sec/veh): 49.7
Optimal Cycle: 171 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected			Protected			Protected			Protected					
Rights:	Ovl			Ovl			Ovl			Ovl					
Min. Green:	24	51	51	27	54	54	40	54	54	26	41	41			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Lanes:	2	0	3	0	1	2	0	3	0	1	0	2	0	1	

Volume Module: >> Count Date: 6 Oct 2016 << 5:15 - 6:15 PM

Base Vol:	172	537	93	303	1085	394	348	673	500	158	585	161
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	172	537	93	303	1085	394	348	673	500	158	585	161
Added Vol:	0	3	0	0	0	0	3	0	0	4	3	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	172	540	93	303	1085	394	351	673	500	162	588	161
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	172	540	93	303	1085	394	351	673	500	162	588	161
Reducet Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	172	540	93	303	1085	394	351	673	500	162	588	161
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	172	540	93	303	1085	394	351	673	500	162	588	161

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	1750	3800	1750	1750	3800	1750

Capacity Analysis Module:

Vol/Sat:	0.05	0.09	0.05	0.10	0.19	0.23	0.20	0.18	0.29	0.09	0.15	0.09
Crit Moves:	****		****		****		****		****	****		****
Green/Cycle:	0.14	0.30	0.45	0.16	0.32	0.55	0.23	0.32	0.46	0.15	0.24	0.40
Volume/Cap:	0.39	0.32	0.12	0.61	0.60	0.41	0.86	0.55	0.62	0.60	0.65	0.23
Delay/Veh:	67.4	46.0	22.7	69.3	48.7	15.5	79.1	48.6	36.4	71.2	60.1	34.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	67.4	46.0	22.7	69.3	48.7	15.5	79.1	48.6	36.4	71.2	60.1	34.3
LOS by Move:	E	D	C	E	D	B	E	D	D	E	E	C
HCM2kAvgQ:	5	6	2	9	14	8	21	14	21	9	14	6

Note: Queue reported is the number of cars per lane.

Westgate West Fitness Center Addition, San Jose

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #5640 LAWRENCE EXPWY/SARATOGA

Cycle (sec):	160	Critical Vol./Cap. (X):	0.669
Loss Time (sec):	12	Average Delay (sec/veh):	50.4
Optimal Cycle:	171	Level Of Service:	D

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Protected	Protected	Protected	Protected
Rights:	Ovl	Ovl	Ovl	Ovl
Min. Green:	16 50 50	22 56 56	40 52 52	35 46 46
Y+R:	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0
Lanes:	2 0 3 0 1	2 0 2 0 1	1 0 3 0 1	1 0 3 0 1

Volume Module: >> Count Date: 6 Oct 2016 << 5:00 - 6:00 PM
Base Vol: 98 379 264 181 942 572 366 909 36 281 754 62
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 98 379 264 181 942 572 366 909 36 281 754 62
Added Vol: 0 2 0 0 3 2 1 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 98 381 264 181 945 574 367 909 36 281 754 62
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 98 381 264 181 945 574 367 909 36 281 754 62
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 98 381 264 181 945 574 367 909 36 281 754 62
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 98 381 264 181 945 574 367 909 36 281 754 62

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.83 1.00 0.92 0.83 1.00 0.92 0.92 1.00 0.92 0.92 1.00 0.92
Lanes: 2.00 3.00 1.00 2.00 2.00 1.00 1.00 3.00 1.00 1.00 3.00 1.00
Final Sat.: 3150 5700 1750 3150 3800 1750 1750 5700 1750 1750 5700 1750

Capacity Analysis Module:
Vol/Sat: 0.03 0.07 0.15 0.06 0.25 0.33 0.21 0.16 0.02 0.16 0.13 0.04
Crit Moves: **** **** *** ***
Green/Cycle: 0.09 0.29 0.50 0.13 0.33 0.57 0.24 0.30 0.40 0.20 0.27 0.40
Volume/Cap: 0.33 0.23 0.30 0.45 0.76 0.58 0.87 0.52 0.05 0.78 0.49 0.09
Delay/Veh: 73.2 48.6 31.7 69.7 52.4 16.3 80.6 49.6 31.7 75.3 52.9 32.2
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 73.2 48.6 31.7 69.7 52.4 16.3 80.6 49.6 31.7 75.3 52.9 32.2
LOS by Move: E D C E D B F D C E D C
HCM2kAvgQ: 3 5 11 5 21 14 23 13 1 15 11 2

Note: Queue reported is the number of cars per lane.

Westgate West Fitness Center Addition, San Jose

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #5650 Lawrence Expressway/Westgate West Shopping center

Cycle (sec): 74 Critical Vol./Cap.(X): 0.427
 Loss Time (sec): 9 Average Delay (sec/veh): 9.4
 Optimal Cycle: 36 Level Of Service: A

Street Name: Lawrence Expressway Westgate West Shopping center

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected	Protected	Split Phase	Split Phase
Rights:	Include	Include	Include	Include
Min. Green:	0 10 10	7 10 0	0 0 0	0 0 0
Y+R:	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0
Lanes:	0 0 3 0 1	1 0 3 0 0	0 0 0 0 0	0 0 0 0 1

Volume Module: >> Count Date: 2 Oct 2018 <<	5:00-6:00 PM	
Base Vol:	0 951 117 177 1754	0 0 0 0 0
Growth Adj:	1.00 1.00 1.00 1.00 1.00	1.00 1.00 1.00 1.00 1.00
Initial Bse:	0 951 117 177 1754	0 0 0 0 0
Added Vol:	0 0 6 2 0	0 0 0 0 0
PasserByVol:	0 0 0 0 0	0 0 0 0 0
Initial Fut:	0 951 123 179 1754	0 0 0 0 0
User Adj:	1.00 1.00 1.00 1.00 1.00	1.00 1.00 1.00 1.00 1.00
PHF Adj:	1.00 1.00 1.00 1.00 1.00	1.00 1.00 1.00 1.00 1.00
PHF Volume:	0 951 123 179 1754	0 0 0 0 0
Reduct Vol:	0 0 0 0 0	0 0 0 0 0
Reduced Vol:	0 951 123 179 1754	0 0 0 0 0
PCE Adj:	1.00 1.00 1.00 1.00 1.00	1.00 1.00 1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00 1.00 1.00	1.00 1.00 1.00 1.00 1.00
FinalVolume:	0 951 123 179 1754	0 0 0 0 0

Saturation Flow Module:	
Sat/Lane:	1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment:	0.92 1.00 0.78 0.88 1.00 0.92 0.92 1.00 0.92 0.92 1.00 0.80
Lanes:	0.00 3.00 1.00 1.00 3.00 0.00 0.00 0.00 0.00 0.00 0.00 1.00
Final Sat.:	0 5700 1488 1663 5700 0 0 0 0 0 0 1514

Capacity Analysis Module:	
Vol/Sat:	0.00 0.17 0.08 0.11 0.31 0.00 0.00 0.00 0.00 0.00 0.00 0.07
Crit Moves:	**** ****
Green/Cycle:	0.00 0.44 0.44 0.28 0.72 0.00 0.00 0.00 0.00 0.00 0.00 0.16
Volume/Cap:	0.00 0.38 0.19 0.38 0.43 0.00 0.00 0.00 0.00 0.00 0.00 0.43
Delay/Veh:	0.0 14.1 12.9 21.9 4.2 0.0 0.0 0.0 0.0 0.0 0.0 29.4
User DelAdj:	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh:	0.0 14.1 12.9 21.9 4.2 0.0 0.0 0.0 0.0 0.0 0.0 29.4
LOS by Move:	A B B C A A A A A A A C
HCM2kAvgQ:	0 5 2 4 6 0 0 0 0 0 0 3

Note: Queue reported is the number of cars per lane.

Existing AM

Wed Oct 31, 2018 15:51:13

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Westgate West Fitness Center Addition, San Jose

Scenario Report

Scenario: Existing AM

Command: Default Command
Volume: Existing AM
Geometry: Existing AM
Impact Fee: Default Impact Fee
Trip Generation: No Project
Trip Distribution: Default Trip Distribution
Paths: Default Path
Routes: Default Route
Configuration: Default Configuration

Westgate West Fitness Center Addition, San Jose

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #3090 CAMPBELL/SARATOGA

Cycle (sec): 130 Critical Vol./Cap. (X): 0.542
Loss Time (sec): 12 Average Delay (sec/veh): 38.3
Optimal Cycle: 46 Level Of Service: D

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Protected	Protected	Protected	Protected
Rights:	Ovl	Ovl	Ovl	Ovl
Min. Green:	7 10 10	7 10 10	7 10 10	7 10 10
Y+R:	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0
Lanes:	1 0 3 0 1	2 0 3 0 1	1 0 2 0 1	2 0 2 0 1

Volume Module: >> Count Date: 11 Oct 2016 << 7:35 to 8:35 AM

Base Vol:	73	691	141	115	660	388	224	427	61	293	781	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	73	691	141	115	660	388	224	427	61	293	781	53
Added Vol:	0	0	0	3	0	0	0	0	0	0	3	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	73	691	141	118	660	388	224	427	61	293	784	53
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	73	691	141	118	660	388	224	427	61	293	784	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	691	141	118	660	388	224	427	61	293	784	53
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	73	691	141	118	660	388	224	427	61	293	784	53

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	5700	1750	3150	5700	1750	1750	3800	1750	3150	3800	1750

Capacity Analysis Module:

Vol/Sat:	0.04	0.12	0.08	0.04	0.12	0.22	0.13	0.11	0.03	0.09	0.21	0.03
Crit Moves:	****			****			***			****		
Green/Cycle:	0.08	0.20	0.48	0.09	0.21	0.45	0.24	0.34	0.41	0.28	0.38	0.47
Volume/Cap:	0.54	0.60	0.17	0.42	0.54	0.49	0.54	0.33	0.08	0.33	0.54	0.06
Delay/Veh:	62.2	48.1	19.2	57.0	46.0	25.8	44.9	32.3	23.1	37.4	31.8	18.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.2	48.1	19.2	57.0	46.0	25.8	44.9	32.3	23.1	37.4	31.8	18.8
LOS by Move:	E	D	B	E	D	C	D	C	C	D	C	B
HCM2kAvgQ:	3	8	3	3	8	12	8	6	2	6	12	1

Note: Queue reported is the number of cars per lane.

Westgate West Fitness Center Addition, San Jose

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #3746 Westgate West Shopping Center/Prospect Road

Cycle (sec): 130 Critical Vol./Cap. (X): 0.299
Loss Time (sec): 12 Average Delay (sec/veh): 15.6
Optimal Cycle: 49 Level Of Service: B

Street Name: Westgate West Shopping Center Prospect Road
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Split Phase	Split Phase	Protected	Protected
Rights:	Include	Include	Include	Include
Min. Green:	10 10 10	10 10 10	7 10 10	7 10 10
Y+R:	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0
Lanes:	0 0 1! 0 0	1 0 1! 0 0	1 0 2 0 1	1 0 3 0 1

Volume Module: >> Count Date: 25 Oct 2018 << 7:30 AM to 8:30AM

Base Vol:	1 0 5	53 0 17	62 645 5	15 1199 55
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	1 0 5	53 0 17	62 645 5	15 1199 55
Added Vol:	0 0 0	0 0 0	0 0 0	0 0 0
PasserByVol:	0 0 0	0 0 0	0 0 0	0 0 0
Initial Fut:	1 0 5	53 0 17	62 645 5	15 1199 58
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Volume:	1 0 5	53 0 17	62 645 5	15 1199 58
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	1 0 5	53 0 17	62 645 5	15 1199 58
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
FinalVolume:	1 0 5	53 0 17	62 645 5	15 1199 58

Saturation Flow Module:

Sat/Lane:	1900 1900 1900	1900 1900 1900	1900 1900 1900	1900 1900 1900	1900 1900 1900
Adjustment:	0.81 1.00 0.81	0.86 1.00 0.86	0.88 1.00 0.78	0.88 1.00 0.78	0.88 1.00 0.78
Lanes:	0.17 0.00 0.83	1.61 0.00 0.39	1.00 2.00 1.00	1.00 3.00 1.00	1.00 3.00 1.00
Final Sat.:	257 0 1285	2617 0 636	1663 3800 1488	1663 5700 1488	

Capacity Analysis Module:

Vol/Sat:	0.00 0.00 0.00	0.02 0.00 0.03	0.04 0.17 0.00	0.01 0.21 0.04
Crit Moves:	****	****	****	****
Green/Cycle:	0.08 0.00 0.08	0.09 0.00 0.09	0.11 0.56 0.56	0.18 0.63 0.63
Volume/Cap:	0.05 0.00 0.05	0.23 0.00 0.30	0.33 0.30 0.01	0.05 0.33 0.06
Delay/Veh:	55.8 0.0 55.8	55.4 0.0 56.1	54.3 15.0 12.5	44.3 11.3 9.3
User DelAdj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
AdjDel/Veh:	55.8 0.0 55.8	55.4 0.0 56.1	54.3 15.0 12.5	44.3 11.3 9.3
LOS by Move:	E A E E A E D B B D B A			
HCM2kAvgQ:	0 0 0 1 0 2 2 7 0 1 7 1			

Note: Queue reported is the number of cars per lane.

Westgate West Fitness Center Addition, San Jose

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #5635 LAWRENCE EXPWY/PROSPECT RD

Cycle (sec): 150 Critical Vol./Cap. (X): 0.806
Loss Time (sec): 12 Average Delay (sec/veh): 49.7
Optimal Cycle: 88 Level Of Service: D

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Protected	Protected	Protected	Protected
Rights:	Ovl	Ovl	Ovl	Ovl
Min. Green:	7 10 10	7 10 10	7 10 10	7 10 10
Y+R:	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0
Lanes:	2 0 3 0 1	2 0 3 0 1	1 0 2 0 1	1 0 2 0 1

Volume Module: >> Count Date: 3 Oct 2018 << 7:45-8:45 AM

Base Vol:	279	1232	105	129	371	292	478	402	138	82	793	386
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	279	1232	105	129	371	292	478	402	138	82	793	386
Added Vol:	0	3	0	0	0	0	3	0	0	4	3	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	279	1235	105	129	371	292	481	402	138	86	796	386
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	279	1235	105	129	371	292	481	402	138	86	796	386
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	279	1235	105	129	371	292	481	402	138	86	796	386
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	279	1235	105	129	371	292	481	402	138	86	796	386

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	1750	3800	1750	1750	3800	1750

Capacity Analysis Module:

Vol/Sat:	0.09	0.22	0.06	0.04	0.07	0.17	0.27	0.11	0.08	0.05	0.21	0.22
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.18	0.27	0.46	0.05	0.14	0.48	0.34	0.41	0.59	0.19	0.26	0.31
Volume/Cap:	0.49	0.81	0.13	0.81	0.47	0.35	0.81	0.26	0.13	0.26	0.81	0.71
Delay/Veh:	55.7	54.5	19.3	95.6	60.2	19.9	52.9	29.3	13.6	52.1	57.0	50.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.7	54.5	19.3	95.6	60.2	19.9	52.9	29.3	13.6	52.1	57.0	50.1
LOS by Move:	E	D	B	F	E	B	D	C	B	D	E	D
HCM2kAvgQ:	6	17	2	4	5	7	23	6	3	4	19	18

Note: Queue reported is the number of cars per lane.

Westgate West Fitness Center Addition, San Jose

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #5640 LAWRENCE EXPWY/SARATOGA

Cycle (sec): 150 Critical Vol./Cap. (X): 0.615
 Loss Time (sec): 12 Average Delay (sec/veh): 43.2
 Optimal Cycle: 52 Level Of Service: D

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Protected	Protected	Protected	Protected
Rights:	Ovl	Ovl	Ovl	Ovl
Min. Green:	7 10 10	7 10 10	7 10 10	7 10 10
Y+R:	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0
Lanes:	2 0 3 0 1	2 0 2 0 1	1 0 3 0 1	1 0 3 0 1

Volume Module: >> Count Date: 3 Oct 2018 << 7:45-8:45 AM
Base Vol: 58 880 272 31 220 282 485 617 28 188 702 101
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 58 880 272 31 220 282 485 617 28 188 702 101
Added Vol: 0 2 0 0 3 2 1 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 58 882 272 31 223 284 486 617 28 188 702 101
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 58 882 272 31 223 284 486 617 28 188 702 101
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 58 882 272 31 223 284 486 617 28 188 702 101
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 58 882 272 31 223 284 486 617 28 188 702 101

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.83 1.00 0.92 0.83 1.00 0.92 0.92 1.00 0.92 0.92 1.00 0.92
Lanes: 2.00 3.00 1.00 2.00 2.00 1.00 1.00 3.00 1.00 1.00 3.00 1.00
Final Sat.: 3150 5700 1750 3150 3800 1750 1750 5700 1750 1750 5700 1750

Capacity Analysis Module:
Vol/Sat: 0.02 0.15 0.16 0.01 0.06 0.16 0.28 0.11 0.02 0.11 0.12 0.06
Crit Moves: **** **** *** ****
Green/Cycle: 0.12 0.24 0.56 0.05 0.17 0.61 0.44 0.32 0.44 0.31 0.19 0.24
Volume/Cap: 0.15 0.64 0.28 0.21 0.34 0.27 0.64 0.34 0.04 0.34 0.64 0.24
Delay/Veh: 59.4 53.3 23.2 69.6 55.1 7.8 34.8 39.4 24.3 39.9 56.9 46.2
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 59.4 53.3 23.2 69.6 55.1 7.8 34.8 39.4 24.3 39.9 56.9 46.2
LOS by Move: E D C E E A C D C D E D
HCM2kAvgQ: 2 13 9 1 4 3 19 7 1 7 10 4

Note: Queue reported is the number of cars per lane.

Westgate West Fitness Center Addition, San Jose

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #5650 Lawrence Expressway/Westgate West Shopping center

Cycle (sec): 74 Critical Vol./Cap. (X): 0.483
 Loss Time (sec): 9 Average Delay (sec/veh): 6.9
 Optimal Cycle: 36 Level Of Service: A

Street Name: Lawrence Expressway Westgate West Shopping center

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected	Protected	Split Phase	Split Phase
Rights:	Include	Include	Include	Include
Min. Green:	0 10 10	7 10 0	0 0 0	0 0 0
Y+R:	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0
Lanes:	0 0 3 0 1	1 0 3 0 0	0 0 0 0 0	0 0 0 0 1

Volume Module:
Base Vol: 0 2005 90 41 753 0 0 0 0 0 0 0 68
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 2005 90 41 753 0 0 0 0 0 0 0 68
Added Vol: 0 0 6 2 0 0 0 0 0 0 0 0 3
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 2005 96 43 753 0 0 0 0 0 0 0 71
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 2005 96 43 753 0 0 0 0 0 0 0 71
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 2005 96 43 753 0 0 0 0 0 0 0 71
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 2005 96 43 753 0 0 0 0 0 0 0 71

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.92 1.00 0.78 0.88 1.00 0.92 0.92 1.00 0.92 0.92 1.00 0.80
Lanes: 0.00 3.00 1.00 1.00 3.00 0.00 0.00 0.00 0.00 0.00 0.00 1.00
Final Sat.: 0 5700 1488 1663 5700 0 0 0 0 0 0 0 1514

Capacity Analysis Module:
Vol/Sat: 0.00 0.35 0.06 0.03 0.13 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.05
Crit Moves: **** ****
Green/Cycle: 0.00 0.65 0.65 0.09 0.74 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.14
Volume/Cap: 0.00 0.54 0.10 0.27 0.18 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.35
Delay/Veh: 0.0 7.2 4.9 32.1 2.8 0.0 0.0 0.0 0.0 0.0 0.0 0.0 30.1
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 0.0 7.2 4.9 32.1 2.8 0.0 0.0 0.0 0.0 0.0 0.0 0.0 30.1
LOS by Move: A A A C A A A A A A A C
HCM2kAvgQ: 0 8 1 1 2 0 0 0 0 0 0 0 2

Note: Queue reported is the number of cars per lane.

Background AM

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Westgate West Fitness Center Addition, San Jose

Scenario Report

Scenario: Background AM

Command: Default Command

Volume: Background AM

Geometry: Existing AM

Impact Fee: Default Impact Fee

Trip Generation: No Project

Trip Distribution: Default Trip Distribution

Paths: Default Path

Routes: Default Route

Configuration: Default Configuration

Westgate West Fitness Center Addition, San Jose

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #3090 CAMPBELL/SARATOGA

Cycle (sec): 130 Critical Vol./Cap. (X): 0.544
 Loss Time (sec): 12 Average Delay (sec/veh): 38.3
 Optimal Cycle: 46 Level Of Service: D

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Protected	Protected	Protected	Protected
Rights:	Ovl	Ovl	Ovl	Ovl
Min. Green:	7 10 10	7 10 10	7 10 10	7 10 10
Y+R:	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0
Lanes:	1 0 3 0 1	2 0 3 0 1	1 0 2 0 1	2 0 2 0 1

Volume Module:

Base Vol:	75	708	143	115	661	388	224	428	61	293	782	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	75	708	143	115	661	388	224	428	61	293	782	53
Added Vol:	0	0	0	3	0	0	0	0	0	0	3	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	75	708	143	118	661	388	224	428	61	293	785	53
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	75	708	143	118	661	388	224	428	61	293	785	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	708	143	118	661	388	224	428	61	293	785	53
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	75	708	143	118	661	388	224	428	61	293	785	53

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	5700	1750	3150	5700	1750	1750	3800	1750	3150	3800	1750

Capacity Analysis Module:

Vol/Sat:	0.04	0.12	0.08	0.04	0.12	0.22	0.13	0.11	0.03	0.09	0.21	0.03
Crit Moves:	****			****		***	***			****		
Green/Cycle:	0.08	0.20	0.48	0.09	0.21	0.45	0.24	0.34	0.42	0.28	0.38	0.47
Volume/Cap:	0.54	0.61	0.17	0.42	0.54	0.49	0.54	0.33	0.08	0.33	0.54	0.06
Delay/Veh:	62.0	48.0	19.1	57.2	46.0	25.9	45.1	32.3	23.0	37.5	31.9	19.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.0	48.0	19.1	57.2	46.0	25.9	45.1	32.3	23.0	37.5	31.9	19.0
LOS by Move:	E	D	B	E	D	C	D	C	C	D	C	B
HCM2kAvgQ:	3	8	3	3	8	12	8	6	2	6	12	1

Note: Queue reported is the number of cars per lane.

Westgate West Fitness Center Addition, San Jose

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #5635 LAWRENCE EXPWY/PROSPECT RD

Cycle (sec): 150 Critical Vol./Cap. (X): 0.810
Loss Time (sec): 12 Average Delay (sec/veh): 49.8
Optimal Cycle: 89 Level Of Service: D

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Protected	Protected	Protected	Protected
Rights:	Ovl	Ovl	Ovl	Ovl
Min. Green:	7 10 10	7 10 10	7 10 10	7 10 10
Y+R:	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0
Lanes:	2 0 3 0 1	2 0 3 0 1	1 0 2 0 1	1 0 2 0 1

Volume Module:

Base Vol:	284	1242	105	129	372	292	480	405	139	82	793	386
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	284	1242	105	129	372	292	480	405	139	82	793	386
Added Vol:	0	3	0	0	0	0	3	0	0	4	3	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	284	1245	105	129	372	292	483	405	139	86	796	386
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	284	1245	105	129	372	292	483	405	139	86	796	386
Reducet Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	284	1245	105	129	372	292	483	405	139	86	796	386
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	284	1245	105	129	372	292	483	405	139	86	796	386

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	1750	3800	1750	1750	3800	1750

Capacity Analysis Module:

Vol/Sat:	0.09	0.22	0.06	0.04	0.07	0.17	0.28	0.11	0.08	0.05	0.21	0.22
Crit Moves:	****	****		****			****			****		
Green/Cycle:	0.18	0.27	0.46	0.05	0.14	0.48	0.34	0.41	0.59	0.19	0.26	0.31
Volume/Cap:	0.49	0.81	0.13	0.81	0.48	0.35	0.81	0.26	0.13	0.26	0.81	0.71
Delay/Veh:	55.5	54.5	19.3	96.2	60.3	20.0	53.1	29.3	13.4	52.3	57.2	50.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.5	54.5	19.3	96.2	60.3	20.0	53.1	29.3	13.4	52.3	57.2	50.4
LOS by Move:	E	D	B	F	E	B	D	C	B	D	E	D
HCM2kAvgQ:	6	17	2	4	5	7	23	6	3	4	19	18

Note: Queue reported is the number of cars per lane.

Westgate West Fitness Center Addition, San Jose

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #5640 LAWRENCE EXPWY/SARATOGA

Cycle (sec): 150 Critical Vol./Cap. (X): 0.630
 Loss Time (sec): 12 Average Delay (sec/veh): 43.5
 Optimal Cycle: 54 Level Of Service: D

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Protected	Protected	Protected	Protected
Rights:	Ovl	Ovl	Ovl	Ovl
Min. Green:	7 10 10	7 10 10	7 10 10	7 10 10
Y+R:	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0
Lanes:	2 0 3 0 1	2 0 2 0 1	1 0 3 0 1	1 0 3 0 1

Volume Module:	
Base Vol:	67 887 273 31 224 282 507 638 28 195 704 101
Growth Adj:	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:	67 887 273 31 224 282 507 638 28 195 704 101
Added Vol:	0 2 0 0 3 2 1 0 0 0 0 0
PasserByVol:	0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut:	67 889 273 31 227 284 508 638 28 195 704 101
User Adj:	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:	67 889 273 31 227 284 508 638 28 195 704 101
Reduct Vol:	0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:	67 889 273 31 227 284 508 638 28 195 704 101
PCE Adj:	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:	67 889 273 31 227 284 508 638 28 195 704 101

Saturation Flow Module:	
Sat/Lane:	1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment:	0.83 1.00 0.92 0.83 1.00 0.92 0.92 1.00 0.92 0.92 1.00 0.92
Lanes:	2.00 3.00 1.00 2.00 2.00 1.00 1.00 3.00 1.00 1.00 3.00 1.00
Final Sat.:	3150 5700 1750 3150 3800 1750 1750 5700 1750 1750 5700 1750

Capacity Analysis Module:	
Vol/Sat:	0.02 0.16 0.16 0.01 0.06 0.16 0.29 0.11 0.02 0.11 0.12 0.06
Crit Moves:	**** **** *** ****
Green/Cycle:	0.12 0.24 0.56 0.05 0.17 0.61 0.44 0.32 0.44 0.32 0.19 0.24
Volume/Cap:	0.18 0.65 0.28 0.21 0.36 0.26 0.65 0.35 0.04 0.35 0.65 0.24
Delay/Veh:	59.9 54.0 23.3 69.6 55.5 7.4 34.5 39.4 24.3 39.8 57.7 46.8
User DelAdj:	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh:	59.9 54.0 23.3 69.6 55.5 7.4 34.5 39.4 24.3 39.8 57.7 46.8
LOS by Move:	E D C E E A C D C D E D
HCM2kAvgQ:	2 13 9 1 4 3 20 7 1 7 10 4

Note: Queue reported is the number of cars per lane.

Westgate West Fitness Center Addition, San Jose

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #5650 Lawrence Expressway/Westgate West Shopping center

Cycle (sec): 74 Critical Vol./Cap.(X): 0.483
 Loss Time (sec): 9 Average Delay (sec/veh): 6.9
 Optimal Cycle: 36 Level Of Service: A

Street Name: Lawrence Expressway Westgate West Shopping center

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected	Protected	Split Phase	Split Phase
Rights:	Include	Include	Include	Include
Min. Green:	0 10 10	7 10 0	0 0 0	0 0 0
Y+R:	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0
Lanes:	0 0 3 0 1	1 0 3 0 0	0 0 0 0 0	0 0 0 0 1

Volume Module:
Base Vol: 0 2005 90 41 753 0 0 0 0 0 0 0 68
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 2005 90 41 753 0 0 0 0 0 0 0 68
Added Vol: 0 0 6 2 0 0 0 0 0 0 0 0 3
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 2005 96 43 753 0 0 0 0 0 0 0 71
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 2005 96 43 753 0 0 0 0 0 0 0 71
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 2005 96 43 753 0 0 0 0 0 0 0 71
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 2005 96 43 753 0 0 0 0 0 0 0 71

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.92 1.00 0.78 0.88 1.00 0.92 0.92 1.00 0.92 0.92 1.00 0.80
Lanes: 0.00 3.00 1.00 1.00 3.00 0.00 0.00 0.00 0.00 0.00 0.00 1.00
Final Sat.: 0 5700 1488 1663 5700 0 0 0 0 0 0 0 1514

Capacity Analysis Module:
Vol/Sat: 0.00 0.35 0.06 0.03 0.13 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.05
Crit Moves: **** ****
Green/Cycle: 0.00 0.65 0.65 0.09 0.74 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.14
Volume/Cap: 0.00 0.54 0.10 0.27 0.18 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.35
Delay/Veh: 0.0 7.2 4.9 32.1 2.8 0.0 0.0 0.0 0.0 0.0 0.0 0.0 30.1
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 0.0 7.2 4.9 32.1 2.8 0.0 0.0 0.0 0.0 0.0 0.0 0.0 30.1
LOS by Move: A A A C A A A A A A A C
HCM2kAvgQ: 0 8 1 1 2 0 0 0 0 0 0 0 2

Note: Queue reported is the number of cars per lane.

Background PM

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Westgate West Fitness Center Addition, San Jose

Scenario Report

Scenario: Background PM

Command: Default Command

Volume: Background PM

Geometry: Existing PM

Impact Fee: Default Impact Fee

Trip Generation: No Project

Trip Distribution: Default Trip Distribution

Paths: Default Path

Routes: Default Route

Configuration: Default Configuration

Westgate West Fitness Center Addition, San Jose

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #3090 CAMPBELL/SARATOGA

Cycle (sec):	160	Critical Vol./Cap. (X):	0.577
Loss Time (sec):	12	Average Delay (sec/veh):	47.9
Optimal Cycle:	49	Level Of Service:	D
Approach:	North Bound	South Bound	East Bound
Movement:	L - T - R	L - T - R	L - T - R
Control:	Protected	Protected	Protected
Rights:	Ovl	Ovl	Ovl
Min. Green:	7 10 10	7 10 10	7 10 10
Y+R:	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0
Lanes:	1 0 3 0 1	2 0 3 0 1	1 0 2 0 1
Volume Module:			
Base Vol:	160 792 285	305 702 281	220 854 126
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	160 792 285	305 702 281	220 854 126
Added Vol:	0 0 0	3 0 0	0 0 0
PasserByVol:	0 0 0	0 0 0	0 0 0
Initial Fut:	160 792 285	308 702 281	220 854 126
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Volume:	160 792 285	308 702 281	220 854 126
Reduct Vol:	0 0 0	0 0 0	0 0 0
Reduced Vol:	160 792 285	308 702 281	220 854 126
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
FinalVolume:	160 792 285	308 702 281	220 854 126
Saturation Flow Module:			
Sat/Lane:	1900 1900 1900	1900 1900 1900	1900 1900 1900
Adjustment:	0.92 1.00 0.92	0.83 1.00 0.92	0.92 1.00 0.92
Lanes:	1.00 3.00 1.00	2.00 3.00 1.00	1.00 2.00 1.00
Final Sat.:	1750 5700 1750	3150 5700 1750	1750 3800 1750
Capacity Analysis Module:			
Vol/Sat:	0.09 0.14 0.16	0.10 0.12 0.16	0.13 0.22 0.07
Crit Moves:	****	****	****
Green/Cycle:	0.17 0.24 0.37	0.17 0.24 0.47	0.23 0.39 0.56
Volume/Cap:	0.52 0.58 0.44	0.58 0.52 0.34	0.54 0.58 0.13
Delay/Veh:	61.6 54.2 38.8	62.8 53.7 27.2	55.3 39.1 16.5
User DelAdj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
AdjDel/Veh:	61.6 54.2 38.8	62.8 53.7 27.2	55.3 39.1 16.5
LOS by Move:	E D D	E D C	E D B
HCM2kAvgQ:	8 11 11	9 10 9	10 16 3

Note: Queue reported is the number of cars per lane.

Westgate West Fitness Center Addition, San Jose

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #3746 Westgate West Shopping Center/Prospect Road

Cycle (sec): 130 Critical Vol./Cap.(X): 0.466
 Loss Time (sec): 12 Average Delay (sec/veh): 28.0
 Optimal Cycle: 49 Level Of Service: C

Street Name: Westgate West Shopping Center Prospect Road
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Split Phase Split Phase Protected Protected
 Rights: Include Include Include Include
 Min. Green: 10 10 10 10 10 10 7 10 10 7 10 10
 Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
 Lanes: 0 0 1! 0 0 1 0 1! 0 0 1 0 2 0 1 1 0 3 0 1

Volume Module:
 Base Vol: 9 3 6 169 0 103 118 1005 5 51 682 131
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 9 3 6 169 0 103 118 1005 5 51 682 131
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 3
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 9 3 6 169 0 103 118 1005 5 51 682 134
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 9 3 6 169 0 103 118 1005 5 51 682 134
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 9 3 6 169 0 103 118 1005 5 51 682 134
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 9 3 6 169 0 103 118 1005 5 51 682 134

Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 0.86 0.93 0.86 0.84 1.00 0.84 0.88 1.00 0.78 0.88 1.00 0.78
 Lanes: 0.51 0.15 0.34 1.45 0.00 0.55 1.00 2.00 1.00 1.00 3.00 1.00
 Final Sat.: 826 275 551 2322 0 879 1663 3800 1488 1663 5700 1488

Capacity Analysis Module:
 Vol/Sat: 0.01 0.01 0.01 0.07 0.00 0.12 0.07 0.26 0.00 0.03 0.12 0.09
 Crit Moves: **** *** *** ***
 Green/Cycle: 0.08 0.08 0.08 0.24 0.00 0.24 0.22 0.53 0.53 0.06 0.37 0.37
 Volume/Cap: 0.14 0.14 0.14 0.31 0.00 0.50 0.32 0.50 0.01 0.50 0.32 0.24
 Delay/Veh: 56.5 56.5 56.5 41.1 0.0 43.7 42.9 19.5 14.2 62.8 29.1 28.3
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 56.5 56.5 56.5 41.1 0.0 43.7 42.9 19.5 14.2 62.8 29.1 28.3
 LOS by Move: E E E D A D D B B E C C
 HCM2kAvgQ: 1 1 1 4 0 7 4 12 0 2 6 4

Note: Queue reported is the number of cars per lane.

Westgate West Fitness Center Addition, San Jose

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #5635 LAWRENCE EXPWY/PROSPECT RD

Cycle (sec): 160 Critical Vol./Cap. (X): 0.649
Loss Time (sec): 12 Average Delay (sec/veh): 49.8
Optimal Cycle: 171 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected			Protected			Protected			Protected					
Rights:	Ovl			Ovl			Ovl			Ovl					
Min. Green:	24	51	51	27	54	54	40	54	54	26	41	41			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Lanes:	2	0	3	0	1	2	0	3	0	1	0	2	0	1	

Volume Module:

Base Vol:	172	538	93	307	1099	397	348	673	500	158	587	162
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	172	538	93	307	1099	397	348	673	500	158	587	162
Added Vol:	0	3	0	0	0	0	3	0	0	4	3	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	172	541	93	307	1099	397	351	673	500	162	590	162
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	172	541	93	307	1099	397	351	673	500	162	590	162
Reducet Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	172	541	93	307	1099	397	351	673	500	162	590	162
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	172	541	93	307	1099	397	351	673	500	162	590	162

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	1750	3800	1750	1750	3800	1750

Capacity Analysis Module:

Vol/Sat:	0.05	0.09	0.05	0.10	0.19	0.23	0.20	0.18	0.29	0.09	0.16	0.09
Crit Moves:	****			****		***	***			****		
Green/Cycle:	0.14	0.30	0.45	0.16	0.32	0.55	0.23	0.32	0.46	0.15	0.24	0.40
Volume/Cap:	0.39	0.32	0.12	0.62	0.61	0.41	0.86	0.55	0.62	0.60	0.65	0.23
Delay/Veh:	67.4	46.0	22.7	69.5	48.9	15.6	79.1	48.6	36.4	71.2	60.1	34.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	67.4	46.0	22.7	69.5	48.9	15.6	79.1	48.6	36.4	71.2	60.1	34.4
LOS by Move:	E	D	C	E	D	B	E	D	D	E	E	C
HCM2kAvgQ:	5	6	2	9	15	9	21	14	21	9	14	6

Note: Queue reported is the number of cars per lane.

Westgate West Fitness Center Addition, San Jose

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #5640 LAWRENCE EXPWY/SARATOGA

Cycle (sec): 160 Critical Vol./Cap. (X): 0.713
 Loss Time (sec): 12 Average Delay (sec/veh): 53.4
 Optimal Cycle: 171 Level Of Service: D

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Protected	Protected	Protected	Protected
Rights:	Ovl	Ovl	Ovl	Ovl
Min. Green:	16 50 50	22 56 56	40 52 52	35 46 46
Y+R:	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0
Lanes:	2 0 3 0 1	2 0 2 0 1	1 0 3 0 1	1 0 3 0 1

Volume Module:

Base Vol:	109	379	264	182	976	577	412	930	36	301	767	62
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	109	379	264	182	976	577	412	930	36	301	767	62
Added Vol:	0	2	0	0	3	2	1	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	109	381	264	182	979	579	413	930	36	301	767	62
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	109	381	264	182	979	579	413	930	36	301	767	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	109	381	264	182	979	579	413	930	36	301	767	62
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	109	381	264	182	979	579	413	930	36	301	767	62

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	3800	1750	1750	5700	1750	1750	5700	1750

Capacity Analysis Module:

Vol/Sat:	0.03	0.07	0.15	0.06	0.26	0.33	0.24	0.16	0.02	0.17	0.13	0.04
Crit Moves:	****			****		***			****			
Green/Cycle:	0.09	0.29	0.50	0.13	0.33	0.57	0.24	0.30	0.40	0.20	0.27	0.40
Volume/Cap:	0.37	0.23	0.30	0.45	0.79	0.58	0.98	0.54	0.05	0.84	0.50	0.09
Delay/Veh:	73.6	48.6	31.7	69.7	53.6	16.4	104.3	49.8	31.7	81.4	53.0	32.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	73.6	48.6	31.7	69.7	53.6	16.4	104.3	49.8	31.7	81.4	53.0	32.2
LOS by Move:	E	D	C	E	D	B	F	D	C	F	D	C
HCM2kAvgQ:	4	5	11	5	22	14	28	13	1	17	11	2

Note: Queue reported is the number of cars per lane.

Westgate West Fitness Center Addition, San Jose

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #5650 Lawrence Expressway/Westgate West Shopping center

Cycle (sec): 74 Critical Vol./Cap. (X): 0.427
 Loss Time (sec): 9 Average Delay (sec/veh): 9.4
 Optimal Cycle: 36 Level Of Service: A

Street Name: Lawrence Expressway Westgate West Shopping center

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected	Protected	Split Phase	Split Phase
Rights:	Include	Include	Include	Include
Min. Green:	0 10 10	7 10 0	0 0 0	0 0 0
Y+R:	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0
Lanes:	0 0 3 0 1	1 0 3 0 0	0 0 0 0 0	0 0 0 0 1

Volume Module:
Base Vol: 0 951 117 177 1754 0 0 0 0 0 0 0 99
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 951 117 177 1754 0 0 0 0 0 0 0 99
Added Vol: 0 0 6 2 0 0 0 0 0 0 0 0 3
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 951 123 179 1754 0 0 0 0 0 0 0 102
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 951 123 179 1754 0 0 0 0 0 0 0 102
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 951 123 179 1754 0 0 0 0 0 0 0 102
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 951 123 179 1754 0 0 0 0 0 0 0 102

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.92 1.00 0.78 0.88 1.00 0.92 0.92 1.00 0.92 0.92 1.00 0.80
Lanes: 0.00 3.00 1.00 1.00 3.00 0.00 0.00 0.00 0.00 0.00 0.00 1.00
Final Sat.: 0 5700 1488 1663 5700 0 0 0 0 0 0 0 1514

Capacity Analysis Module:
Vol/Sat: 0.00 0.17 0.08 0.11 0.31 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.07
Crit Moves: **** ****
Green/Cycle: 0.00 0.44 0.44 0.28 0.72 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.16
Volume/Cap: 0.00 0.38 0.19 0.38 0.43 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.43
Delay/Veh: 0.0 14.1 12.9 21.9 4.2 0.0 0.0 0.0 0.0 0.0 0.0 0.0 29.4
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 0.0 14.1 12.9 21.9 4.2 0.0 0.0 0.0 0.0 0.0 0.0 0.0 29.4
LOS by Move: A B B C A A A A A A A C
HCM2kAvgQ: 0 5 2 4 6 0 0 0 0 0 0 0 3

Note: Queue reported is the number of cars per lane.

BACkground + Project AM Wed Oct 31, 2018 15:51:33

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Westgate West Fitness Center Addition, San Jose

Scenario Report

Scenario: BACkground + Project AM

Command: Default Command
Volume: Background AM
Geometry: Existing AM
Impact Fee: Default Impact Fee
Trip Generation: With Project AM
Trip Distribution: Default Trip Distribution
Paths: Default Path
Routes: Default Route
Configuration: Default Configuration

Westgate West Fitness Center Addition, San Jose

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #3090 CAMPBELL/SARATOGA

Cycle (sec):	130	Critical Vol./Cap. (X):	0.544
Loss Time (sec):	12	Average Delay (sec/veh):	38.3
Optimal Cycle:	46	Level Of Service:	D

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
-----|-----|-----|-----|-----|

Control:	Protected	Protected	Protected	Protected
Rights:	Ovl	Ovl	Ovl	Ovl
Min. Green:	7 10 10	7 10 10	7 10 10	7 10 10
Y+R:	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0
Lanes:	1 0 3 0 1	2 0 3 0 1	1 0 2 0 1	2 0 2 0 1

-----|-----|-----|-----|-----|

Volume Module:
Base Vol: 75 708 143 115 661 388 224 428 61 293 782 53
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 75 708 143 115 661 388 224 428 61 293 782 53
Added Vol: 0 0 0 3 0 0 0 0 0 0 3 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 75 708 143 118 661 388 224 428 61 293 785 53
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 75 708 143 118 661 388 224 428 61 293 785 53
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 75 708 143 118 661 388 224 428 61 293 785 53
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 75 708 143 118 661 388 224 428 61 293 785 53
-----|-----|-----|-----|-----|

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.92 1.00 0.92 0.83 1.00 0.92 0.92 1.00 0.92 0.83 1.00 0.92
Lanes: 1.00 3.00 1.00 2.00 3.00 1.00 1.00 2.00 1.00 2.00 2.00 1.00
Final Sat.: 1750 5700 1750 3150 5700 1750 1750 3800 1750 3150 3800 1750
-----|-----|-----|-----|-----|

Capacity Analysis Module:
Vol/Sat: 0.04 0.12 0.08 0.04 0.12 0.22 0.13 0.11 0.03 0.09 0.21 0.03
Crit Moves: **** **** *** ***
Green/Cycle: 0.08 0.20 0.48 0.09 0.21 0.45 0.24 0.34 0.42 0.28 0.38 0.47
Volume/Cap: 0.54 0.61 0.17 0.42 0.54 0.49 0.54 0.33 0.08 0.33 0.54 0.06
Delay/Veh: 62.0 48.0 19.1 57.2 46.0 25.9 45.1 32.3 23.0 37.5 31.9 19.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 62.0 48.0 19.1 57.2 46.0 25.9 45.1 32.3 23.0 37.5 31.9 19.0
LOS by Move: E D B E D C D C C D C B
HCM2kAvgQ: 3 8 3 3 8 12 8 6 2 6 12 1
-----|-----|-----|-----|-----|

Note: Queue reported is the number of cars per lane.

Westgate West Fitness Center Addition, San Jose

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #3746 Westgate West Shopping Center/Prospect Road

Cycle (sec): 130 Critical Vol./Cap. (X): 0.299
Loss Time (sec): 12 Average Delay (sec/veh): 15.6
Optimal Cycle: 49 Level Of Service: B

Street Name: Westgate West Shopping Center Prospect Road
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
-----|-----|-----|-----|-----|-----|-----|-----|

Control:	Split Phase	Split Phase	Protected	Protected
Rights:	Include	Include	Include	Include
Min. Green:	10 10 10	10 10 10	7 10 10	7 10 10
Y+R:	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0
Lanes:	0 0 1! 0 0	1 0 1! 0 0	1 0 2 0 1	1 0 3 0 1

Volume Module:
-----|-----|-----|-----|-----|-----|-----|-----|

Base Vol:	1 0 5	53 0 17	62 645 5	15 1199 55
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	1 0 5	53 0 17	62 645 5	15 1199 55
Added Vol:	0 0 0	0 0 0	0 0 0	0 0 0
PasserByVol:	0 0 0	0 0 0	0 0 0	0 0 0
Initial Fut:	1 0 5	53 0 17	62 645 5	15 1199 58
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Volume:	1 0 5	53 0 17	62 645 5	15 1199 58
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	1 0 5	53 0 17	62 645 5	15 1199 58
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
FinalVolume:	1 0 5	53 0 17	62 645 5	15 1199 58

Saturation Flow Module:
-----|-----|-----|-----|-----|-----|-----|-----|

Sat/Lane:	1900 1900 1900	1900 1900 1900	1900 1900 1900	1900 1900 1900	1900 1900 1900
Adjustment:	0.81 1.00 0.81	0.86 1.00 0.86	0.88 1.00 0.78	0.88 1.00 0.78	0.88 1.00 0.78
Lanes:	0.17 0.00 0.83	1.61 0.00 0.39	1.00 2.00 1.00	1.00 3.00 1.00	1.00 3.00 1.00
Final Sat.:	257 0 1285	2617 0 636	1663 3800 1488	1663 5700 1488	

Capacity Analysis Module:
-----|-----|-----|-----|-----|-----|-----|-----|

Vol/Sat:	0.00 0.00 0.00	0.02 0.00 0.03	0.04 0.17 0.00	0.01 0.21 0.04
Crit Moves:	****	****	****	****
Green/Cycle:	0.08 0.00 0.08	0.09 0.00 0.09	0.11 0.56 0.56	0.18 0.63 0.63
Volume/Cap:	0.05 0.00 0.05	0.23 0.00 0.30	0.33 0.30 0.01	0.05 0.33 0.06
Delay/Veh:	55.8 0.0 55.8	55.4 0.0 56.1	54.3 15.0 12.5	44.3 11.3 9.3
User DelAdj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
AdjDel/Veh:	55.8 0.0 55.8	55.4 0.0 56.1	54.3 15.0 12.5	44.3 11.3 9.3
LOS by Move:	E A E E A E	D B B	D B A	
HCM2kAvgQ:	0 0 0 1 0 2	2 7 0	1 7 1	

Note: Queue reported is the number of cars per lane.

Westgate West Fitness Center Addition, San Jose

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #5635 LAWRENCE EXPWY/PROSPECT RD

Cycle (sec): 150 Critical Vol./Cap. (X): 0.810
Loss Time (sec): 12 Average Delay (sec/veh): 49.8
Optimal Cycle: 89 Level Of Service: D

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Protected	Protected	Protected	Protected
Rights:	Ovl	Ovl	Ovl	Ovl
Min. Green:	7 10 10	7 10 10	7 10 10	7 10 10
Y+R:	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0
Lanes:	2 0 3 0 1	2 0 3 0 1	1 0 2 0 1	1 0 2 0 1

Volume Module:

Base Vol:	284	1242	105	129	372	292	480	405	139	82	793	386
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	284	1242	105	129	372	292	480	405	139	82	793	386
Added Vol:	0	3	0	0	0	0	3	0	0	4	3	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	284	1245	105	129	372	292	483	405	139	86	796	386
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	284	1245	105	129	372	292	483	405	139	86	796	386
Reducet Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	284	1245	105	129	372	292	483	405	139	86	796	386
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	284	1245	105	129	372	292	483	405	139	86	796	386

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	1750	3800	1750	1750	3800	1750

Capacity Analysis Module:

Vol/Sat:	0.09	0.22	0.06	0.04	0.07	0.17	0.28	0.11	0.08	0.05	0.21	0.22
Crit Moves:	****	****		****			****			****		
Green/Cycle:	0.18	0.27	0.46	0.05	0.14	0.48	0.34	0.41	0.59	0.19	0.26	0.31
Volume/Cap:	0.49	0.81	0.13	0.81	0.48	0.35	0.81	0.26	0.13	0.26	0.81	0.71
Delay/Veh:	55.5	54.5	19.3	96.2	60.3	20.0	53.1	29.3	13.4	52.3	57.2	50.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.5	54.5	19.3	96.2	60.3	20.0	53.1	29.3	13.4	52.3	57.2	50.4
LOS by Move:	E	D	B	F	E	B	D	C	B	D	E	D
HCM2kAvgQ:	6	17	2	4	5	7	23	6	3	4	19	18

Note: Queue reported is the number of cars per lane.

Westgate West Fitness Center Addition, San Jose

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #5640 LAWRENCE EXPWY/SARATOGA

Cycle (sec):	150	Critical Vol./Cap. (X):	0.630
Loss Time (sec):	12	Average Delay (sec/veh):	43.5
Optimal Cycle:	54	Level Of Service:	D

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Protected	Protected	Protected	Protected
Rights:	Ovl	Ovl	Ovl	Ovl
Min. Green:	7 10 10	7 10 10	7 10 10	7 10 10
Y+R:	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0
Lanes:	2 0 3 0 1	2 0 2 0 1	1 0 3 0 1	1 0 3 0 1

Volume Module:	
Base Vol:	67 887 273 31 224 282 507 638 28 195 704 101
Growth Adj:	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:	67 887 273 31 224 282 507 638 28 195 704 101
Added Vol:	0 2 0 0 3 2 1 0 0 0 0 0
PasserByVol:	0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut:	67 889 273 31 227 284 508 638 28 195 704 101
User Adj:	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:	67 889 273 31 227 284 508 638 28 195 704 101
Reduct Vol:	0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:	67 889 273 31 227 284 508 638 28 195 704 101
PCE Adj:	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:	67 889 273 31 227 284 508 638 28 195 704 101

Saturation Flow Module:	
Sat/Lane:	1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment:	0.83 1.00 0.92 0.83 1.00 0.92 0.92 1.00 0.92 0.92 1.00 0.92
Lanes:	2.00 3.00 1.00 2.00 2.00 1.00 1.00 3.00 1.00 1.00 3.00 1.00
Final Sat.:	3150 5700 1750 3150 3800 1750 1750 5700 1750 1750 5700 1750

Capacity Analysis Module:	
Vol/Sat:	0.02 0.16 0.16 0.01 0.06 0.16 0.29 0.11 0.02 0.11 0.12 0.06
Crit Moves:	**** **** *** ****
Green/Cycle:	0.12 0.24 0.56 0.05 0.17 0.61 0.44 0.32 0.44 0.32 0.19 0.24
Volume/Cap:	0.18 0.65 0.28 0.21 0.36 0.26 0.65 0.35 0.04 0.35 0.65 0.24
Delay/Veh:	59.9 54.0 23.3 69.6 55.5 7.4 34.5 39.4 24.3 39.8 57.7 46.8
User DelAdj:	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh:	59.9 54.0 23.3 69.6 55.5 7.4 34.5 39.4 24.3 39.8 57.7 46.8
LOS by Move:	E D C E E A C D C D E D
HCM2kAvgQ:	2 13 9 1 4 3 20 7 1 7 10 4

Note: Queue reported is the number of cars per lane.

Westgate West Fitness Center Addition, San Jose

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #5650 Lawrence Expressway/Westgate West Shopping center

Cycle (sec): 74 Critical Vol./Cap. (X): 0.483
 Loss Time (sec): 9 Average Delay (sec/veh): 6.9
 Optimal Cycle: 36 Level Of Service: A

Street Name: Lawrence Expressway Westgate West Shopping center

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected	Protected	Split Phase	Split Phase
Rights:	Include	Include	Include	Include
Min. Green:	0 10 10	7 10 0	0 0 0	0 0 0
Y+R:	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0
Lanes:	0 0 3 0 1	1 0 3 0 0	0 0 0 0 0	0 0 0 0 1

Volume Module:

Base Vol:	0 2005	90 41 753	0 0 0	0 0 0	0 0 0	68
Growth Adj:	1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00
Initial Bse:	0 2005	90 41 753	0 0 0	0 0 0	0 0 0	68
Added Vol:	0 0	6 2	0 0	0 0	0 0	3
PasserByVol:	0 0	0 0	0 0	0 0	0 0	0
Initial Fut:	0 2005	96 43 753	0 0 0	0 0 0	0 0 0	71
User Adj:	1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00
PHF Adj:	1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00
PHF Volume:	0 2005	96 43 753	0 0 0	0 0 0	0 0 0	71
Reduct Vol:	0 0	0 0	0 0	0 0	0 0	0
Reduced Vol:	0 2005	96 43 753	0 0 0	0 0 0	0 0 0	71
PCE Adj:	1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00
MLF Adj:	1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00
FinalVolume:	0 2005	96 43 753	0 0 0	0 0 0	0 0 0	71

Saturation Flow Module:

Sat/Lane:	1900 1900	1900 1900 1900	1900 1900 1900	1900 1900 1900	1900 1900 1900	1900
Adjustment:	0.92 1.00	0.78 0.88 1.00	0.92 0.92 1.00	0.92 0.92 1.00	0.92 0.92 1.00	0.80
Lanes:	0.00 3.00	1.00 1.00 3.00	0.00 0.00 0.00	0.00 0.00 0.00	0.00 0.00 0.00	1.00
Final Sat.:	0 5700	1488 1663 5700	0 0 0	0 0 0	0 0 0	1514

Capacity Analysis Module:

Vol/Sat:	0.00 0.35 0.06	0.03 0.13 0.00	0.00 0.00 0.00	0.00 0.00 0.00	0.00 0.00 0.00	0.05
Crit Moves:	****	****				****
Green/Cycle:	0.00 0.65	0.65 0.09 0.74	0.00 0.00 0.00	0.00 0.00 0.00	0.00 0.00 0.00	0.14
Volume/Cap:	0.00 0.54	0.10 0.27 0.18	0.00 0.00 0.00	0.00 0.00 0.00	0.00 0.00 0.00	0.35
Delay/Veh:	0.0 7.2	4.9 32.1 2.8	0.0 0.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	30.1
User DelAdj:	1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00
AdjDel/Veh:	0.0 7.2	4.9 32.1 2.8	0.0 0.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	30.1
LOS by Move:	A A A C A A	A A A A A A	A A A A A A	A A A A A A	A A A A C	
HCM2kAvgQ:	0 8 1 1 2 0	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 2	

Note: Queue reported is the number of cars per lane.

Background + Project PM Wed Oct 31, 2018 15:51:40

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Westgate West Fitness Center Addition, San Jose

Scenario Report

Scenario: Background + Project PM

Command: Default Command
Volume: Background PM
Geometry: Existing PM
Impact Fee: Default Impact Fee
Trip Generation: With Project PM
Trip Distribution: Default Trip Distribution
Paths: Default Path
Routes: Default Route
Configuration: Default Configuration

Westgate West Fitness Center Addition, San Jose

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #3090 CAMPBELL/SARATOGA

Cycle (sec): 160 Critical Vol./Cap. (X): 0.577
Loss Time (sec): 12 Average Delay (sec/veh): 47.8
Optimal Cycle: 49 Level Of Service: D

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
-----|-----|-----|-----|-----|-----|-----|-----|

Control:	Protected	Protected	Protected	Protected
Rights:	Ovl	Ovl	Ovl	Ovl
Min. Green:	7 10 10	7 10 10	7 10 10	7 10 10
Y+R:	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0
Lanes:	1 0 3 0 1	2 0 3 0 1	1 0 2 0 1	2 0 2 0 1

Volume Module:
Base Vol: 160 792 285 305 702 281 220 854 126 229 575 147
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 160 792 285 305 702 281 220 854 126 229 575 147
Added Vol: 0 0 0 2 0 0 0 0 0 0 7 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 160 792 285 307 702 281 220 854 126 229 582 147
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 160 792 285 307 702 281 220 854 126 229 582 147
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 160 792 285 307 702 281 220 854 126 229 582 147
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 160 792 285 307 702 281 220 854 126 229 582 147
-----|-----|-----|-----|-----|-----|-----|-----|

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.92 1.00 0.92 0.83 1.00 0.92 0.92 1.00 0.92 0.83 1.00 0.92
Lanes: 1.00 3.00 1.00 2.00 3.00 1.00 1.00 2.00 1.00 2.00 2.00 1.00
Final Sat.: 1750 5700 1750 3150 5700 1750 1750 3800 1750 3150 3800 1750
-----|-----|-----|-----|-----|-----|-----|-----|

Capacity Analysis Module:
Vol/Sat: 0.09 0.14 0.16 0.10 0.12 0.16 0.13 0.22 0.07 0.07 0.15 0.08
Crit Moves: **** * **** * **** * **** * **** *
Green/Cycle: 0.17 0.24 0.37 0.17 0.24 0.47 0.23 0.39 0.56 0.13 0.28 0.45
Volume/Cap: 0.52 0.58 0.44 0.58 0.52 0.34 0.54 0.58 0.13 0.58 0.54 0.19
Delay/Veh: 61.7 54.2 38.8 62.8 53.8 27.3 55.4 39.0 16.5 68.0 49.1 26.3
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 61.7 54.2 38.8 62.8 53.8 27.3 55.4 39.0 16.5 68.0 49.1 26.3
LOS by Move: E D D E D C E D B E D C
HCM2kAvgQ: 8 11 11 9 10 9 10 16 3 7 12 4

Note: Queue reported is the number of cars per lane.

Westgate West Fitness Center Addition, San Jose

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #3746 Westgate West Shopping Center/Prospect Road

Cycle (sec): 130 Critical Vol./Cap. (X): 0.466
 Loss Time (sec): 12 Average Delay (sec/veh): 28.0
 Optimal Cycle: 49 Level Of Service: C

Street Name: Westgate West Shopping Center Prospect Road

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Split Phase	Split Phase	Protected	Protected
Rights:	Include	Include	Include	Include
Min. Green:	10 10 10	10 10 10	7 10 10	7 10 10
Y+R:	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0
Lanes:	0 0 1! 0 0	1 0 1! 0 0	1 0 2 0 1	1 0 3 0 1

Volume Module:

Base Vol:	9	3	6	169	0	103	118	1005	5	51	682	131
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	3	6	169	0	103	118	1005	5	51	682	131
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	3	6	169	0	103	118	1005	5	51	682	138
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	3	6	169	0	103	118	1005	5	51	682	138
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	3	6	169	0	103	118	1005	5	51	682	138
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	9	3	6	169	0	103	118	1005	5	51	682	138

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	0.93	0.86	0.84	1.00	0.84	0.88	1.00	0.78	0.88	1.00	0.78
Lanes:	0.51	0.15	0.34	1.45	0.00	0.55	1.00	2.00	1.00	1.00	3.00	1.00
Final Sat.:	826	275	551	2322	0	879	1663	3800	1488	1663	5700	1488

Capacity Analysis Module:

Vol/Sat:	0.01	0.01	0.01	0.07	0.00	0.12	0.07	0.26	0.00	0.03	0.12	0.09
Crit Moves:	****			****		****	****		****			
Green/Cycle:	0.08	0.08	0.08	0.24	0.00	0.24	0.22	0.53	0.53	0.06	0.37	0.37
Volume/Cap:	0.14	0.14	0.14	0.31	0.00	0.50	0.32	0.50	0.01	0.50	0.32	0.25
Delay/Veh:	56.5	56.5	56.5	41.1	0.0	43.7	42.9	19.5	14.2	62.8	29.1	28.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.5	56.5	56.5	41.1	0.0	43.7	42.9	19.5	14.2	62.8	29.1	28.4
LOS by Move:	E	E	E	D	A	D	D	B	B	E	C	C
HCM2kAvgQ:	1	1	1	4	0	7	4	12	0	2	6	4

Note: Queue reported is the number of cars per lane.

Westgate West Fitness Center Addition, San Jose

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #5650 Lawrence Expressway/Westgate West Shopping center

Cycle (sec): 74 Critical Vol./Cap. (X): 0.426
 Loss Time (sec): 9 Average Delay (sec/veh): 9.5
 Optimal Cycle: 36 Level Of Service: A

Street Name: Lawrence Expressway Westgate West Shopping center

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected	Protected	Split Phase	Split Phase
Rights:	Include	Include	Include	Include
Min. Green:	0 10 10	7 10 0	0 0 0	0 0 0
Y+R:	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0
Lanes:	0 0 3 0 1	1 0 3 0 0	0 0 0 0 0	0 0 0 0 1

Volume Module:
Base Vol: 0 951 117 177 1754 0 0 0 0 0 0 0 99
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 951 117 177 1754 0 0 0 0 0 0 0 99
Added Vol: 0 0 15 5 0 0 0 0 0 0 0 0 2
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 951 132 182 1754 0 0 0 0 0 0 0 101
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 951 132 182 1754 0 0 0 0 0 0 0 101
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 951 132 182 1754 0 0 0 0 0 0 0 101
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 951 132 182 1754 0 0 0 0 0 0 0 101

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.92 1.00 0.78 0.88 1.00 0.92 0.92 1.00 0.92 0.92 1.00 0.80
Lanes: 0.00 3.00 1.00 1.00 3.00 0.00 0.00 0.00 0.00 0.00 0.00 1.00
Final Sat.: 0 5700 1488 1663 5700 0 0 0 0 0 0 0 1514

Capacity Analysis Module:
Vol/Sat: 0.00 0.17 0.09 0.11 0.31 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.07
Crit Moves: **** ****
Green/Cycle: 0.00 0.44 0.44 0.29 0.72 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.16
Volume/Cap: 0.00 0.38 0.20 0.38 0.43 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.43
Delay/Veh: 0.0 14.2 13.1 21.7 4.2 0.0 0.0 0.0 0.0 0.0 0.0 0.0 29.4
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 0.0 14.2 13.1 21.7 4.2 0.0 0.0 0.0 0.0 0.0 0.0 0.0 29.4
LOS by Move: A B B C A A A A A A A C
HCM2kAvgQ: 0 5 2 4 6 0 0 0 0 0 0 0 3

Note: Queue reported is the number of cars per lane.
